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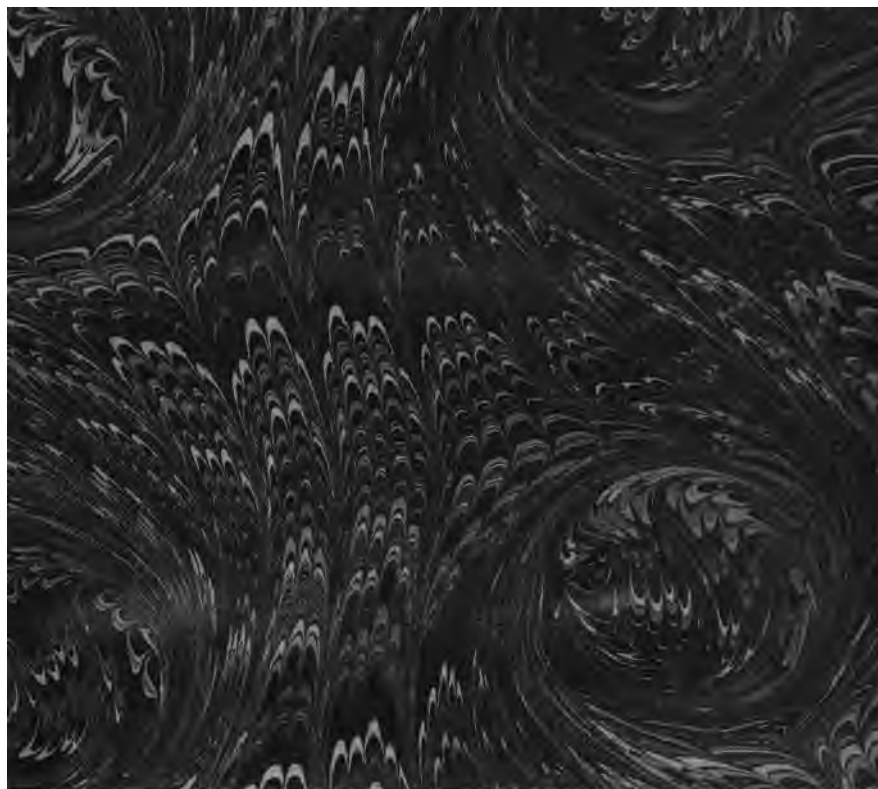
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1001
GAZETTEER
OF
MASSACHUSETTS,

CONTAINING
A DESCRIPTION OF ALL THE
CITIES, TOWNS AND DISTRICTS
IN THE COMMONWEALTH.

AND, IN THE
CITY OF BOSTON, THE CITY OF NEW BEDFORD,
AND

THE PORT OF BOSTON.

WITH AN APPENDIX

CONTAINING A LIST OF THE

MANUFACTURES OF THE STATE.

MASSACHUSETTS

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1001
G A Z E T T E E R
OF
M A S S A C H U S E T T S,

CONTAINING
DESCRIPTIONS OF ALL THE
COUNTIES, TOWNS AND DISTRICTS
IN THE COMMONWEALTH;

ALSO, OF ITS
PRINCIPAL MOUNTAINS, RIVERS, CAPES, BAYS, HARBORS, ISLANDS,
AND

FASHIONABLE RESORTS.

TO WHICH ARE ADDED.
STATISTICAL ACCOUNTS OF ITS
AGRICULTURE, COMMERCE AND MANUFACTURES;
WITH A GREAT VARIETY OF OTHER
USEFUL INFORMATION.

BY JOHN HAYWARD,
Author of the "New England Gazetteer," "Book of Religions," &c.

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GEORGE A. CURTIS;
NEW ENGLAND TYPE AND STEREOTYPE FOUNDRY.

PREFACE.

In the preparation of this work the Editor has spared neither time, labor, nor expense, to render it both useful and interesting; and while he is aware that all works of the kind must necessarily contain errors, he feels a satisfaction in the consciousness of having done all in his power to sustain the character for accuracy which an indulgent public has kindly awarded to his former publications.

Acknowledgements of deep gratitude are due to numerous individuals, for valuable facts of recent date, and to several authors of collections of historical events of olden time. From the works of Thacher, Felt, Barber, and others, from numerous county and town histories, and from Borden's excellent map of Massachusetts, much assistance has been derived.

In many particulars the plan of this work is new: the descriptions of the counties and towns comprise their location, natural characteristics, general appearance, &c.; but those items of information common to all, such as population, valuation, schools, dates of incorporation, &c. &c., are arranged alphabetically, in tabular form, thereby presenting many of the most important items, without crowding the whole together indiscriminately, and, as stated on page 320, in a "mode best adapted for reference and comparison."

The design of the work is to present to travellers and men of business the noble features and gigantic strength of the "Old Bay State," more particularly in its commercial and industrial relations; and should the exhibition prove agreeable and useful to its intelligent sons and daughters, one of the best wishes of the heart of the editor will be gratified.

INDEX.

	PAGE		PAGE
Ancient Records, ...	275, 314	Cattle Markets, ...	113, 303
Area of State and Counties, ...	408	Climate, ...	399
Armory, U. S., ...	276	Cloth, first made, ...	230, 254, 292
Asylums for the Insane, ...	415, 416	Colleges, ...	411
Banks, ...	438, 440	Colonial Governors, ...	331
Battle, at Bloody Brook, ...	136	Colony Lines, ...	15
Bunker Hill, ...	124	Commerce and Navigation, ...	341—343
Concord, ...	131	Communities, fraternal, ...	203, 222, 255
Lexington, ...	185	Congressional Districts, ...	420
Bays and Harbors, ...	338	Cotton, first manufactured, ...	230, 292
Bells, first manufactured, ...	21	County Courts, See Counties.	
Berkshire Jubilee, ...	235	County Table, ...	408
Bleeders, ...	165	Curious Caves, 25, 127, 178, 185, 215, 218, 272, 278, 292	
Boston, ...	39—109	Currency, ...	436
Avenues, ...	42	Dangers of the sea, ...	30, 136, 298
Banks, ...	105	Descriptions of all the Counties and	
Bridges, ...	43	Towns in the state, ...	21—320
Churches and Ministers, ...	79	Distances, Tables of, ...	425—432
Collectors of Port, ...	56	Domestic Industry, Tables of, ...	347—390
Commerce and Navigation, ...	54	Dungeon Pasture, ...	266
Commercial Accommodations, ...	57	Enterprise, ...	154—172
Common, ...	45	Fatal Disease, ...	177
Courts in, ...	104	Female Philanthropist, ...	294
Depots, railroad, in, ...	44	Fencing Master, ...	164
Finances, ...	103	Finances of the State, ...	397
First Granite Building, in	111	First Building, ...	141
Government of, ...	103	White Child, ...	195—245
Harbor, ...	40	Indian Church and Bible, ...	209
Hotels, ...	59	Indiaman, ...	259
Ice Trade, ...	56	Ferry, ...	136
Institutions and Societies, ...	62	Canal, ...	135
Insurance Companies, ...	441	Cod Fishery, ...	138
Laura Bridgman, ...	65	Forge, ...	250
Manufactures, ...	58	Team over the Mountains, ...	232
Mill Pond, old, ...	106	Fulling Mill, ...	254
Motto, ...	109	Mail Stage, ...	270
Population and Increase, ...	41	Saw Mill, ...	231
Present Prospects, its	108	Water Mill, ...	138
Public Buildings, ...	46	Fisheries, ...	344—346
Railroads from, ...	44	Floating Island, ...	215
Rateable Polls, ...	41	Flowering of Apple Trees, ...	400
South Cove, ...	106	Fortunate Stageman, ...	33
Steam Intercourse with, ...	44	Frosts, first for 32 years, ...	400
Votes for Governor, ...	418	Frugal Clergyman, ...	29
Water, ...	107	Gardens, beautiful, ...	113, 220, 292, 296
Wharves, ...	57	George III. and John Adams, ...	247
Brave Women, ...	138, 173, 229, 233	Goffe and Whalley, ...	163
Brook Farm Phalanx, ...	255	Good Memory, ...	159
Bunker Hill Monument, ...	124	Good Neighbors, ...	259
Canals, ...	135, 421	Government of State, ...	330
Cannon, first manufactured, ...	21	Governors and Judges, ...	331—333
Capes, ...	338	Grave of "Eliza Wharton,"	124
Cape Cod Comforts, ...	293		
Cards, Cotton and Wool, first made, 183			

	PAGE		PAGE
Great Lakes, Size and Commerce of,	423	Polls, Ratable, ...	401, 417, 408, 444
Harbors and Bays, ...	338	Pond Fishery Protected by Law, . .	186
Heights of Eminences, ...	339-341	Popping the Question, ...	143
Hops, quantity and prices of, . . .	312	Population Tables, ...	322-330
Hospitals, ...	62, 126, 416	Population to Square Mile, ...	408
Ice Cutting, ...	299	Post Villages, ...	409
— Hole, ...	278	Premunion of Death, ...	251
— Trade, ...	123, 296, 298, 303	Prices of 40 Articles for 50 years, .	391
Incorporation of Counties and Towns,	321-329	— of Provisions in 1686, ...	126
Indians, ...	173, 196, 219, 232, 297	— of Live Stock in 1845, ...	390
Indian Names, ...	294	— of Lands in old times, 29, 160,	179, 208, 222, 232, 257, 292, 313
Indian Pot and Well, ...	129	Products of Agriculture, ...	347-390
Insurance Companies, ...	441	Protection to Home Industry, . . .	22
Iron, first manufactured, ...	226, 260, 266	Public Institutions, ...	410
Islands, Bays, &c., ...	339	Queer Notion of a Minister, ...	195
Judiciary, ...	331-333	Railroads, ...	422-434
King Philip, ...	283	Representation, ...	330, 408, 420
Latitudes and Longitudes, ...	339, 442, 444	Rivers, ...	333
Legislature, Number of its Members,	408	Rum and Tobacco, ...	416
Liabilities of the State, ...	399	Salmon, no rarity, ...	26
Light Houses, ...	418	Salt, manufacture of, ...	31, 136
Longevity, 153, 156, 175, 192, 195,	198, 270, 830	Saving Banks, ...	440
Love Story, ...	160	Scarcity of Food in 1630, ...	139
Magnolia, ...	193	Schools and Academies, Statistics of,	401-408
Mammoth Cheese, ...	127	School Fund, ...	408
Manufactures, Statistics of, ...	347-390	Shaker Villages, ...	167, 171, 269, 290
Massachusetts, brief sketch of, . .	7-20	Shays' Insurrection, ...	18, 277
Menhaden Fishery, ...	134	Shoes, old fashioned, ...	191
Militia, ...	408	Singular Family Meeting, ...	192
Mineral Springs, Hopkinton, ...	177	State Prison, and Statistics of, . .	416
N. Lebanon, N. Y., ...	167	Statistics of Industry, ...	347-390
Shutesbury, ...	270	Stockbridge Indians, ...	279
Stafford, Ct., ...	310	Tea Kettles, first manufactured, . .	122
Winchenden, ...	312	Theological Seminaries, ...	414
Missionaries, faithful, 144, 145, 196,	209, 219, 223, 255, 279	Tornado, ...	313
Mountains, ...	339	Town and Country, ...	267
Mount Auburn, ...	119	Town Table, ...	401-407
Mountain Miller, ...	238	Travelling, changes in, ...	162, 193
Nahant, ...	191	Trees, noted, ...	119, 133, 142, 144, 243
Name of State, origin of, ...	330	United States Statistics, ...	58, 59
Navigation, ...	342-343	Valuation, by Towns and Counties,	401-408
Navy Yard, ...	124	Votes for Governor, in the State, . .	417
New Sermons every Sabbath, ...	304	in Boston, ...	418
Notes to the Reader, ...	59, 102, 320, 381	Water Cure, ...	168
Old Buildings, ...	138, 168, 174, 196, 260	Water Power, Value of, ...	292
Outlines of the State, ...	330	Weather Table, ...	400
Oyster Trade, ...	298	Weighing with the Foot, ...	289
Paper, first made in New England, .	204	White Whortleberries, ...	194
Paupers, ...	329	Widows, ...	30
Phillip's Point, ...	191	Witchcraft, ...	133, 259
Plain Preaching, ...	177	Woman-hater, ...	218
Pleasant Valley, ...	302	Wonderful Escape, ...	161
Plymouth Settlers in 1620, ...	20	Yankee Clergyman in 1686, ...	300
		Zoar, ...	152, 253



MASSACHUSETTS.

THE rank sustained among nations by the United States of America, as a consolidated, political body, is high. The second power in commerce on the earth, it compares well, at length, if not with the greatest, at least with the great, in population also. China, Great Britain, Russia, Austria and France, with, probably, Japan, which still refrains from intercommunity with the rest of mankind, exceed it in numbers. Yet the general character of its inhabitants, for intelligence, enterprise and vigor, excites inquiry. The rapid growth of the country increases curiosity, and prompts to further investigations. For it is found, that, so far as we can be warranted by the extent of the period of proof, that growth is of a durable character.

Republican principles are not new to the world. The effort to maintain them has been made in various ages and countries, from the period of the free states of Greece, and the early years of republican Rome, to the centuries of Venetian, Swiss and Dutch liberty.

But the constituent elements of their liberty seem to have been of a character different from that of the government of the United States. Hereditary aristocracies existed in most of them, as they do still in the only European republic that survives. In ours this principle is unacknowledged; and the people are, by constitution and actually, the originators of executive and legislative power. And the singular phenomenon is

beheld, of a sovereign ruler, vested for a time with the exercise of supreme, but constitutional power, and descending from that height to the level of private life—then called to and accepting grades of inferior influence, without the effort to seize, in any one instance, on a superior station. Such has been the uniform experience of more than half a century.

Here, then, a problem important to the welfare of the world is in process of solution: can communities be trusted to govern themselves? Thus far, the system adopted by the United States succeeds admirably, even beyond the expectation of many wise and good men. And while the ever-varying phases of government in those provinces of this western continent, which shook off the yoke of Spain, exhibit an instability of condition* and character, that still portends increase of evils, the march of our Union has been onward; and its citizens have exhibited the cheering spectacle of a nation enjoying the widest desirable range of human liberty regulated and rendered stable by law.

It is true, that, to a foreigner, it would appear impracticable to adjust the jarring interests of a multitude of sovereign states composing a federal whole. And great difficulty is, in fact, occasionally found. Yet it is not insuperable, nor of necessity fatal.

This truth results, in great measure, from the character, history and circumstances of the members which projected and which compose the Union itself. It becomes, therefore, a matter of curious research to investigate these, and it should be done with care. Especially is it of consequence to examine the condition, character and progress of those members of the great political community, which, in the providence of God, have exercised, in their respective individualities, any considerable or peculiar influence in forming the general character of the whole body.

And in this view MASSACHUSETTS shines. She was one of the earliest formed states. Her history, compared with that of almost any other political community, has features of distinct peculiarity, more especially in reference to the origin of her colonial existence. Nor has the influence she has since exerted, as regards the rest of the states, been inconsiderable. Far otherwise, indeed; and there is reason to believe, notwithstanding a variety of counteractions, that it increases. For she is vigorous and powerful—not, it is confessed, in extent of territory, or in the number of citizens subjected to her immediate control, and enjoying her maternal solicitude and care; but from the character of her cherished sons and daughters.

To understand as well as to substantiate this, it is necessary to contem-

* Reminding one of *Milton's* remark on the Saxon heptarchy, that "the flight of kites and crows might as well be traced as their history."

plate the causes which, in the course of Divine Providence, contributed to produce this character. And these causes are to be sought, not in the prompt resolution, or wise management, or prudent foresight merely, attendant on the conduct of the great enterprise itself; we must look beyond the period of the actual settlement of the country, courageous and well considered as the bold project itself was, to a source higher and more remote.

What, then, was it, which formed the leading actors such as they were, and nerved them with uncommon vigor, to undertake, and prosecute, and, with the blessing of God, to accomplish the establishment of an energetic civil community, three thousand miles from their native home, and on the shores of a savage, inhospitable country? It is fearlessly replied, RELIGION, the religion of the Bible. To this their ancestors had been introduced by the glorious Reformation from Popery, under LUTHER, ZWINGLIUS, MELANCTHON, CALVIN and their associates. And the sincerity of attachment to the truth of GOD, which they professed, had, in the case of many of them, been tested by much trial and suffering. This endeared to them that truth, and rendered it precious. They learned to glory in the possession of the Scriptures, and were earnest in their efforts to carry out into life, and fully to enjoy, improve and transmit their sacred injunctions and counsels.

Add to this the history of public policy in Great Britain for preceding ages; the contests of the nobles with the crown, producing at length the concession of the Magna Charta, A. D. 1215; the establishment of the popular branch of the English parliament, commencing half a century after, in the ambitious shrewdness of SIMON DE MONFORT; the rise of new interests by the gradual progress of trade and manufacturing industry, and the consequent opening of new avenues to political power, and new channels of political influence—all these eventuating in the examination of the first principles of government, and tending to establish the rights of subjects, and to limit the prerogative power of kings:—let these be considered, as developing popular influence, and tending to establish a reciprocity between ruler and subject, which had been indeed discernible at a very early period in the original Saxon character, and previously in the ancient British—and no one can be at a loss to determine, that such successive training, in combination with the deeper excitement of religious conviction and zeal, would produce in the seventeenth century men of moral hardihood, wary, bold, energetic and effective.

Sprung from an ancestry thus disciplined, and possessing the advantages which accrued to England from the light of the Reformation, the diffusion of books by printing, and the access enjoyed especially to the sacred Scriptures, with the deepest reverence for them, the fathers of the

colony of New Plymouth and that of Massachusetts Bay commenced their important work. It was of God, unquestionably. And His providential leading they were accustomed to observe and acknowledge in all their concerns. This was their habit and delight.

Equally attentive do they appear to the condition of their children after them. Hence, although, by fleeing to Holland, the persecuted Puritans* were allowed to enjoy freedom from the annoyance and pursuit of officers of the Star-chamber commission; such freedom for themselves lost no small part of its charm, when they found the morals of their offspring endangered, and the good habits inculcated on them liable to abandonment under the example and influence of the Dutch.† In 1617, therefore, their excellent pastor, the truly reverend JOHN ROBINSON, countenanced the project of removing to America.

That such a motive should be allowed so great influence on the judgment, feelings and conduct of those much-enduring men, and that they followed its leading with so much conscientiousness, lays their posterity and countrymen under great obligations. We should be grateful to God, and to them. We should gird ourselves to the accomplishment of the object they had in view, and labor to fulfil what appears to be emphatically their "mission," and that indeed of our nation—to fix and stamp the worth of individual man, and develop his power of self-government, in establishing a system of liberty guarded by law.

Massachusetts may be viewed,

I. In the establishment and form of its government. Both these seem to have been, very providentially, forced, as it were, upon the earliest undertakers. For, after the repeated disappointments they had suffered, in applications for aid and authority from the crown, during their stay in Holland, and after the resolution they had taken to remove to America, the Puritans of Leyden were left to unite, as a civil community, after their own choice. Had they landed as they aimed to do, within the jurisdiction of the colony planted in Virginia, they must, of course, have submitted themselves to its government. But being driven back in their attempts to go south, after they had discovered land, they agreed, Nov. 11, 1620, before leaving their ship, on a few simple but distinguishing articles,‡ and chose JOHN CARVER, one of their company, and a beloved

* *Neale*, Hist. Puritans.

† *Prince*, and the other historians.

‡ The agreement, on board the *Mayflower*, in Cape Cod Harbor:

"In the name of God, Amen. We, whose names are here underwritten, the legal subjects of our dread sovereign lord, King JAMES, by the grace of God, of Great Britain, France and Ireland King, Defender of the Faith, having undertaken for the glory of God, and the advancement of the Christian Faith, and to the honor of our king and country, a voyage to plant the first colony in the northern parts of Virginia, do by these presents solemnly and mutually, in the presence of God and one another, covenant and combine ourselves together in a civil body

and respected member of their church, to be their governor for the ensuing year.

The state of Governor BRADFORD's health rendered it expedient to give him an assistant, and a deputy governor was elected by the people; then a court of assistants was chosen, as the growing population increased the business of the government. But it was not until near twenty years after the first settlement, that deputies were chosen by the towns, to form what is now termed a house of representatives. No important alterations were made in this system of government, while the old colony of Plymouth retained its separate establishment; that is, until the union with the government of Massachusetts Bay in 1692, except during the interruptions occasioned by the assumptions of ANDROS.

Governor WINTHROP,* on the other hand, had been appointed to the direction of the colony of the Bay, and which took more appropriately the name of Massachusetts, by the Plymouth company in England, instead of Governor CRADOCK, who never came over. THOMAS DUDLEY was also appointed Deputy Governor. Yet, previously to their leaving England, the principal members of the company entered into a solemn agreement providing that "the whole government together with the patent [obtained about five months before] for the said plantation be first by an order of court legally transferred and established to remain with us and others which shall inhabit upon the same plantation."† This company landed, with their charter or patent, at Salem,‡ (a settlement formed but a few years before, and then under the government of JOHN ENDICOTT,) July 12th, 1630. From Salem they went first to Charlestown, and then settled at Boston, which became, from nearly that period, excepting only a few meetings at Newtown, or Cambridge, the seat of government down to the present day.

The instrument which vested the executive power in a governor, deputy governor and eighteen assistants, constituted a general court, consisting of

politic, for our own better ordering and preservation and furtherance of the ends aforesaid, and by virtue hereof to enact, constitute and frame such just and equal laws, ordinances, acts, constitutions and offices from time to time, as shall be thought most convenient for the general good of the colony, to which we promise all due submission and obedience. In witness whereof," &c.

Then follow the names of forty-one who thus covenanted, as may be seen in the ed. of *Morton's Memorial*, published by Judge *Davis*; the whole number of souls being 101, including all members of the several families. See *Prince's Annals*, and *Young's Chronicles of the Pilgrims*. The names will be found at the end of this article.

* —Cui pudor, et justitiæ soror,
Incorrupta fides, nudaque veritas,
Quando ullum invenient parem?

† *Hutchinson*, Coll. Papers, pp. 25, 26.

‡ See *Winthrop's History of New England*, edited by Hon. *J. Savage*.

these officers and the freemen of the colony. But alterations were soon made; for, in 1631, the general court enacted that the governor, deputy governor and assistants should be chosen by the freemen alone: and in 1634 they erected a representative body, which, ten years after, when the court was divided into two houses, took the name of deputies, as the other house took that of magistrates. Trial by jury was early introduced; yet not until the court of assistants had often judged and punished in a summary way.

Thus it was, that, while a respectful acknowledgment of subjection to the mother-country and dependence on her was frequently made, and the colonists boasted the name and privileges of Englishmen, they still retained the right of popular elections, and formed a government representative, yet dignified, and in all respects paternal.

II. In its literary institutions.

If in Holland the Puritans exhibited an anxious apprehension of injury to the youth from the irreligious influences surrounding them, the considerate, religious colonists of Massachusetts manifested, with much consistency, a wakeful care to instil instruction into their minds, when removed to the wildernesses of America. As early as 1636, the general court appropriated £400, to the erection of a public school at Newtown, afterward called Cambridge. "Scarcely," says the Rev. Dr. HOLMES,* "had the venerable founders of New England felled the trees of the forest, when they began to provide means to ensure the stability of their colony. Learning and Religion they wisely judged to be the firmest pillars of the church and commonwealth." What the general court had contemplated and partially provided for, the liberality of JOHN HARVARD, the worthy minister of Charlestown, who died in 1638, aided to accomplish. To the public school at Newtown, he left by will £779 17s. 2d.; and by order of court, and in honor of its earliest benefactor, the school was named Harvard College, and the town called Cambridge, in memory of the place in England, at whose university several of the influential "planters" had received their own education.

The establishment of this college, consecrated "to CHRIST and the church," has been generally regarded as a striking proof of the far seeing wisdom of the fathers of Massachusetts. It shared the prayers and best wishes of ministers and churches, and proved a nursery of many "plants of renown," distinguished not in the walks of sacred labor alone, but in council, at the bar, upon the bench; and even in the field. For more than half a century it was the only college in North America, and is now the best endowed of all our literary institutions. Within the present bounds

* American Annals, vol. i., p. 247. Also Pres. Quincy's elaborate History of Harvard College.

of the commonwealth, two other institutions, Williamstown and Amherst colleges, have since been incorporated; and have enjoyed a very considerable share of legislative patronage, besides the results of private liberality. In addition to these is the important Theological Seminary at Andover, whose graduates are found, not officiating as pastors of our own churches only, but laboring in the missionary stations, from the Sandwich Islands, in the East, to the regions assigned our own Indians in the West; also a similar institution of the Baptist denomination at Newton, emulating its elder sister, and the "Wesleyan Academy" of the Methodists at Wilbraham.*

Equal attention was at an early period paid to the establishment of common schools in the several townships; and academies have been founded in not a few of the counties of the state, as at Andover in Essex county, Leicester in Worcester county, &c. Thus it has resulted that the inhabitants are found capable of reading, writing, and casting accounts, with very rare exceptions among male and female adults, to an extent as great, probably, as in any state of the Union, with the exception perhaps of Connecticut, and comparing with any the most favored population in the world. Indeed, the schools of Massachusetts have been and are the just cause of gratulation and pleasure with every intelligent friend to the permanent prosperity of its citizens.

III. In its churches.

These were esteemed by their founders the glory of the community. For the enjoyment and transmission of religious liberty, mainly, the country had been settled. As is specified in their patent, and as they profess in the articles of their association, it was to advance the kingdom of CHRIST by the conversion of the savages of America, as well as to escape the pains and penalties of unrighteous orders in council against liberty of conscience in religion, that they were willing to encounter the perils of the sea, or the equally threatening perils of the land. "Oh that I might have heard you had converted some, before you had killed any," exclaimed the pious ROBINSON in Holland, when, in 1623, he heard of the bold energy of the warrior STANDISH,† who had stifled a threatening insurrection of Indians against the feeble colony, by killing with his own hand its fomentor and leader. And this was the feeling which prompted the missionary labors of "the apostle" ELIOT, as that early, consistent and attached friend of the Indians, and who translated the whole Bible into their language, has not unaptly been named. Nay, it was chiefly through the efforts of Governor WINSLOW, when visiting England on the affairs of the colony, that in 1649 was founded the Society for propagating the Gospel, having prin-

* See *State Institutions*.

† See *Allen's Biog. Dict.*, &c.

exactly in view America as its field of labor. GOOKIN, the MAYHEWS, and other worthies exerted themselves nobly in this cause; and several Indian churches were gathered, and sustained as long as subjects for such attention continued among us.

Harvard College was soon in a capacity to supply no small number of those worthy men, who formed an efficient ministry for the multiplied religious communities that grew up with the respective settlements or towns. These churches were gathered, served and maintained, with direct reference to the authority of the holy Scriptures. Their first supply came, of course, from abroad, for not a class received the honors of the college till more than twenty years after the settlement at Plymouth; and even afterward, especially on the disgraceful persecutions that so soon followed the restoration of the monarchy in the person of CHARLES II., several excellent ministers accrued to our commonwealth, and shone as lights in the churches, aiding to maintain in them a primitive faith, and a holy practice.

IV. In the industrial pursuits of its inhabitants.

The evidence of thrift, in an application to all those arts and employments by which human life is sustained, rendered comfortable, or adorned, is in few communities more rife, perceptible and tangible, than in the industrious communities of the citizens of Massachusetts. For the special statistics which exhibit this evidence, reference is made in this work. But, although the present notices must be rapid and brief, it will be of benefit to classify a few of the particulars that deserve attention in the general estimate.

The soil of the State, when compared with portions of the Union, is not considered as the most inviting from its fertility, being hard and unyielding, generally, and often rocky. But the climate is wholesome, the air bracing; and patient, skilful cultivation brings its reward.

Yet at a very early period the whale, cod and other fisheries attracted many. The coasts of New England had been visited successfully before any European settlements of a permanent nature were made. And, since that period, the fisheries have been pursued with highly important results—not merely as relates to the supply of food and increase of wealth, but the training also of a hardy, and skilful, and adventurous race of mariners. These pursue the whale in every ocean, and return richly laden with the spoil. That perilous employment has found no men more energetic and able than the whalers of Massachusetts. See *Nantucket, New Bedford Gloucester, Marblehead, Provincetown, &c.*

Manufactures of almost every kind have flourished and still flourish in this State. Those of cotton fabric are detailed in the account given of Lowell, Waltham, &c., exhibiting not merely a large and judicious

investment of capital, and the application of ingenuity and skill to the several facilities for rendering the labor easy and profitable: but, more especially, delighting the philanthropist with the appearance of health, sound morals, and a cheerful devotion to labor, joined with self-cultivation, particularly in the female operatives, hardly if at all paralleled in any other portion of the civilized world.

In regard to commerce, it has often been said of New England, that "her canvass whitens every sea;" and Massachusetts is the most commercial of this family of states. Salem engaged among the first in the trade to the East Indies, and derived immense wealth from the skill, hardihood and faithfulness of her intelligent seamen. But Boston has been a noted mart from its very settlement. Its commerce has literally extended to every sea, and the first American vessel that circumnavigated the globe sailed in 1787 from her port.

The manufacture of iron was commenced as early as 1643; but the minerals of the commonwealth are not abundant, and its furnaces and forges are supplied chiefly from other states. In carpentry of every kind much is annually effected, and furniture of all sorts is extensively exported to the West Indies, along with the produce of the dairy, the orchard, and the meadow.

Passing from this view of the commonwealth, its history demands attention, and may be considered advantageously in several periods.

1. From the settlement, respectively, of the Plymouth colony, in 1620, and that of the Bay in 1626, or 8, and 1630, to the union of both in one government, 1692.* These two colonies alone are mentioned, as space cannot here be afforded to a labored survey of the variations in the jurisdiction of the state at different times. Thus, at one period, Maine and Nova Scotia were attached to the Plymouth colony, and included in its government. At another, New Hampshire formed a part of Massachusetts, and shared the cares of its rulers. Maine, too, was an important portion of the state for many years, until it became itself a sovereignty in 1820.

The period above stated includes, then, the emigrations from England, which lasted without intermission to the times of the commonwealth under CROMWELL, when the friends of a Republic could enjoy at home what had been sought before in America. It includes, likewise, the bloody struggles with hostile, marauding savages, stung by want, by envy and criminal neglect, as well as corrupted by the evil examples of worthless men, such as in every period since have abounded on Indian borders. And it em-

* *Plymouth Colony* embraced the territory of the present counties of Plymouth, Bristol, Barnstable, Duke's, and Nantucket, with the exception of the town of *Hingham*,—and that of *Massachusetts Bay*, the residue of the state. See *Borden's Map of Massachusetts*.

braces particularly that critical season in which under the brave and cunning PHILIP, son of MASSASOIT, and sachem or king of the Wampanoaga, a most deadly warfare had well-nigh depopulated several of their rising settlements, although it terminated fatally for the Indians.*

Yet this period, as we have seen, though it be one that includes such a calamitous contest with the natives of the country, extensively leagued together, and ably led on, was not barren of Christian effort to civilize and convert them. The history of these exertions is no small part of the true glory of the State.

This period, too, embraces the trials of leading men with the arbitrary councils and exactions of a corrupt and licentious court, under the brother STUARTS, CHARLES and JAMES, until, in the memorable case of ANDROS, the faithful representative of the latter king, a weak, yet tyrannical despot, the abuse of power met not only a firm resistance, but personal violence, in actual seizure and imprisonment.

The revolution of 1689 could in no part of the British dominions give greater joy than in Massachusetts. For it quelled the fear of a retribution for certain convenient assumptions of power, which might, for very many years, have well been anticipated. And it prepared the way for a government, which, although it abridged subsequently, and for a long period, the exercise of a popular voice in elections, commenced with a chief magistrate named by a clergyman of Massachusetts,† one of the agents of the colony.

2. The next period may extend to the taking of Louisburg from the French in 1745. It begins with the operation of the new charter, which was soon effected, and the government organized; and it develops a series of contentions between the provincial assembly, or magistrates and deputies, and the crown officers, beginning with the successor of Sir WILLIAM PHIPPS, and lasting for near a quarter of a century. These disputes tended to discipline the minds of those who engaged in them, and to extend their views, rendering political subjects familiar—while, at the same time, the extent of territory subjected to the jurisdiction of the crown governors, embracing not the colonies of Plymouth and the Bay alone, (as before observed,) but also Maine, Nova Scotia, the territory of New Brunswick, and the islands‡ along the coast, and also New Hampshire occasionally, increased the connexion by sea, at least, with a broad country, and familiarized the colonists to enlarged calculations, and extended enterprise.

Much, however, of the distinctive features of the old and rigid puritans

* See *Holmes' Annals*; *Drake*, and their authorities.

† Increase Mather, when desired by King *William III.*, nominated Sir *W. Phipps*.

‡ *Holmes' Annals*, sub. 1662, and *Allen*.

had now been softened. Other views in theology were occasionally broached. The discipline of the churches began, with the increase of trade and commerce, to decline; and although, in the main, a spirit of religion continued to distinguish the community, when compared with other portions of the British dominions, it cannot be denied that "the gold had become dim, and the most fine gold changed."

Near the end of the period, nevertheless, a revival of religion was witnessed, of great power. It commenced at Northampton, under the searching ministry of the eminent JONATHAN EDWARDS,* and extended widely; for in the midst of it WHITFIELD visited America, and fanned, though he did not produce, the flame.

But the sagacity and energy of Governor SHIRLEY, in planning the expedition to Cape Breton, engrossed soon the cares and efforts of the colonists, and prepared the way for the succeeding period of their history, the opening and presentation of a drama in which the world is concerned. The complete success of the expedition drew the attention of the mother-country toward its colonies, which it had previously underrated; the pay, in ready money, added greatly to the colonial aggrandizement, and encouraged an active industry, while it empowered the hitherto straitened inhabitants to avail themselves of the resources of their country, and, in various ways, aided the advance of the approaching revolution. Still they were among the most loyal subjects of the crown, and gloried, as yet, in the privileges as well as name of Englishmen.

3. From 1745 to the Revolution the history of Massachusetts is familiar to every politician of the day. In the war for subduing Canada, provincialists took a deep interest, and were extensively and warmly engaged. And it proved a school for not a few of those whose courage was soon to be tested in the scenes of Lexington, Concord, Bunker Hill and Boston. And as the difficulties with Great Britain originated in Massachusetts, her people were at no time backward to discharge their full share of duty, in council and in action, when the flames of war spread widely, and the whole series of English colonies along the coast were roused, as by the community of one spirit, to draw the sword in defence of their injured rights.

But the history of the American Revolution, its causes, progress, accomplishment and results, forms a theme too vast to be comprised in limits such as are assigned to this brief and rapid sketch. Men were in long preparation for the opening contest. The British ministry are encroaching and arbitrary. A decided stand is taken and maintained; and Massachusetts and her sister colonies become, at length, an independent nation.

* See *Tracy's Great Awakening*.

4. The formation of a Constitution for the State, which was effected in 1780, marks an important era in its history. A sublime spectacle indeed was presented, when the delegates were engaged in fixing the boundaries of civil rights and claims, and establishing the foundations of social order and prosperity. Yet not a less sublime spectacle appeared, when, in 1820, after a lapse of forty years, a revision of the same constitution was publicly effected, under the presiding auspices of that distinguished son of Massachusetts, who succeeded WASHINGTON as President of the United States, and had been a principal framer of the civil constitution of his own.

That must be a people of peculiar character, among whom it is possible, without war, or contentious turbulence, or violence of any kind, or tendency to abandonment or licentiousness, to take apart the constituent portions of a civic system, and readjust them as quietly and orderly as if they formed but the mechanism of a watch. Yet several of our states have successfully followed the example. How nearly impracticable has it been in South America!

In 1786 the strength of attachment to "law and order" was tested by the rebellion. Yet this served, probably, to convince the majority, that, in order to maintain their freedom, that freedom must be guarded sedulously by wise provisions, to which *men must submit*. The quelling of that rebellion seems to have destroyed the very seeds of anarchy and confusion. Still, the sympathy excited by the French Revolution threatened, for a time, no little disturbance of the political quiet, until the extravagances of the miserable leaders alienated from them all sober men.

5. The actual adoption of the Federal Constitution forms another era. The State had just experienced the necessity of resorting to arms to preserve its own domestic government. And it was but right to expect that its leading men should prove warm advocates for a system of rule that should fulfil the legitimate end of such an establishment, and be "a terror to the evil, and a praise and encouragement to them that do well."

Under the subsequent operation of this government, Massachusetts has partaken both of the weal and woe of the United States. She has furnished, from the beginning, her quota of able men in the councils of the nation, and twice has a citizen of her own been promoted to the presidential chair. Her orators and statesmen from AMES to WEBSTER have distinguished themselves, and honored and gratified their constituents, while they have contributed to advance the welfare and fame of their country.

In the mean while, that is, in 1820, Maine, ripe for self-government, was disconnected, and became a separate and independent state. The measure, it was apprehended, would greatly diminish the weight and influ-

ence of Massachusetts in the national councils, by the withdrawal of so large a constituency in respect to representation. Yet has the increase of population since been such, that at the present time it is nearly as great within the actual bounds of Massachusetts proper, as it was in both territories during the last year of the union of Maine with the State.

The deliberate adjustment of the various civil and political rights and privileges of a people, as asserted and maintained on this side the Atlantic, published in regular codes of law, the enrolment of citizens authorized to vote, whereby the violences attending some elections elsewhere are avoided—violences, in the detail of which the enemies of republican institutions greatly delight and triumph; the deeply-engraved spirit of their forefathers, which can with difficulty be erased; the strong love of home and its enjoyments, ruling in the hearts of absentees,* and exerting an attractive influence in every climate; the general respect for religion and its ministers, which yet lingers in our population, and is sustained by the ordinary worth of those who bear the character of pastors and sacred guides; the introduction and general extension of instruction by schools on the Sabbath as well as the week days; the ample provision made for education, and the distinction and influence gained by real science and moral worth in heads of colleges and eminent professors; the improvements made in agriculture, rendering the farmer desirous and capable of raising much from a few acres, rather than superficially to run over a large extent but half cultivated; the improved character of seamen; the introduction of the temperance reform, and establishment of literary and benevolent associations—all conspire to augur well for the future prosperity of the State.

In the catalogue of Governors which is appended, will be seen the names of several whom the people “delighted to honor,” and whose memory will be dear to the intelligent, sober, religious patriot. The names of CARVER, WINSLOW, BRADFORD, WINTHROP, HAYNES, among the early chief magistrates, and STRONG † among those of recent years, can hardly be named without emotion. The fame of POWNALL and HUTCHINSON, as faithful recorders, and of HANCOCK and ADAMS in the list of patriots, is spread as widely as the history of the State; and FRANKLIN, BOWDOIN, ADAMS, both the father and son, can never be forgotten. Among judges and counsellors, ministers of the gospel, authors and teachers, physicians, merchants, farmers and mechanics—in short, in every department of life will be found those who have honored themselves by their talents, integrity and usefulness, and proved worthy sons of a distin-

* See *Pittsfield*.

† *Heu pietas, heu prisca fides!*

guished mother. All such will join in the devout aspiration, with which the public document for our annual fasts and thanksgivings closes,

"GOD SAVE THE COMMONWEALTH OF MASSACHUSETTS!"

NOTE REFERRED TO ON PAGE 11.

1. Those with this mark (*) brought their wives with them; those with this (†) for the present, left them either in Holland or England.

2. Some left behind them part, and others all their children, who afterwards came over.

3. Those with this mark (\$) deceased before the end of March.

Names.	No. in family.	Names.	No. in family.
1 MR. JOHN CARVER,*	8	22 JOHN TURNER,\$	3
2 WILLIAM BRADFORD,*	2	23 FRANCIS EATON,*	3
3 MR. EDWARD WINSLOW,*	5	24 JAMES CHILTON,*	3
4 MR. WILLIAM BREWSTER,*	6	25 JOHN CRACKSTON,\$ e	2
5 MR. ISAAC ALLERTON,*	6	26 JOHN BILLINGTON,*	4
6 CAPT. MILES STANDISH,*	2	27 MOSES FLETCHER,\$ f	1
7 JOHN ALDEN,	1	28 JOHN GOODMAN,\$	1
8 MR. SAMUEL FULLER,†	2a	29 DEGORY PRIEST,\$ g	1
9 MR. CHRISTOPHER MARTIN,*\$	4	30 THOMAS WILLIAMS,\$	1
10 MR. WILLIAM MULLINS,*\$	5	31 GILBERT WINSLOW,	1
11 MR. WILLIAM WHITE,*\$	5b	32 EDMUND MARGESON,\$	1
12 MR. RICHARD WARREN,†	1	33 PETER BROWN,	1
13 JOHN HOWLAND, c		34 RICHARD BRITTERIDGE,\$ h	1
14 MR. STEPHEN HOPKINS,*	8d	35 GEORGE SOULE, i	
15 EDWARD TILLY,*\$	4	36 RICHARD CLARKE,\$	1
16 JOHN TILLY,*\$	3	37 RICHARD GARDNER,	1
17 FRANCIS COOK,†	2	38 JOHN ALLERTON,\$	1
18 THOMAS ROGERS,\$	2	39 THOMAS ENGLISH,\$	1
19 THOMAS TINKER,*\$	3	40 EDWARD DOTEY, j } k	
20 JOHN RIDGDALE,*\$	2	41 EDWARD LEISTER. }	
21 EDWARD FULLER,*\$	3		101

So there were just 101 who sailed from Plymouth in England, and just as many arrived in Cape Cod harbor. And this is the solitary number who, for an undefiled conscience, and the love of pure Christianity, first left their native and pleasant land, and encountered all the toils and hazards of the tumultuous ocean, in search of some uncultivated region in North Virginia; where they might quietly enjoy their religious liberties, and transmit them to posterity, in hopes that none would follow to disturb or vex them. *Prince's Annals.*

a One of these was the servant who died before their arrival.

b Besides the son born in Cape Cod harbor, named Peregrine.

c He was of Governor Carver's family.

d One of these was a son born at sea, and therefore named Oceanus.

e Mr. Morton calls him Craxton.

f Mr. Morton seems to mistake in calling him Jose.

g Mr. Morton calls him Digery.

h Mr. Morton calls him Bitteridge.

i He was of Governor Winslow's family.

j Mr. Morton seems to mistake in calling him Doten.

k They were of Mr. Hopkins' family.

A

DESCRIPTION OF COUNTIES AND TOWNS IN MASSACHUSETTS.

ABINGTON.

PLYMOUTH Co. The first grant of lands in this town, was made by the Plymouth colony, in 1654, to Nathaniel Souther, who was the first secretary of the colony; afterwards, grants were made to various persons, among whom were Peregrine White, the first person born in the colony. The first settlements commenced about the year 1668. Its Indian name was *Manamooskeagin*, which signifies *many beavers*. The boot and shoe manufacture is the most extensive business done in the town;—by a statistical account lately made, it is found that over one million two hundred and fifty thousand pairs of boots and shoes are made annually, of the value of one million two hundred and fifty thousand dollars, and that eighteen hundred and fifty persons are employed in this business, including women and children; there are other extensive manufactures in the town, such as brads, tacks, sprigs, shoe-nails, leather, boxes, &c. The value of the whole manufactures in the town amounts to at least one and a half millions of dollars annually. The amount paid for the transportation of goods and passengers, to and from Abington, is estimated to exceed twenty-five thousand dollars annually.

This town has been celebrated for in-

roducing several important iron manufactures. Meeting-house bells were cast here, as early as 1769;—a deserter from the British army, a bell founder, was employed by Colonel Aaron Hobart, in this business, which was continued by him for years; the bell now in Centre Abington meeting-house was cast by him. When he gave up the business, he sent one of his sons and a blacksmith, and taught the late Colonel Paul Revere, of Boston, to mould and cast the first bell which he ever made. The copper company in Boston is named after this enterprising individual.

In the year 1775-6, Colonel Aaron Hobart contracted with the state to make cannon and shot, and the state furnished him with a large amount of materials to begin with, as pig iron and coal; this was a bold undertaking. Colonel Hobart had no knowledge of the business; he cast bells, it is true, and was the owner of a blast furnace for casting hollow ware, &c., but the exigency of the times required a powerful effort; the revolutionary war had just commenced, and there were but a very few cannon in the country; hundreds of merchant ships were in want of cannon to go out as privateers. The first attempts, (and they were the first that were ever made in the country,) proved very unsuccessful; in proving the cannon, they split;

the iron could not be kept sufficiently hot; it chilled too quick. So disastrous was the experiment, that all the stock provided by the state was expended, and his own fortune besides. This disappointment was severely felt by him and the public. But, providentially, at this dark hour, the cause of his failure was discovered; a Frenchman, in passing through the town, and stopping at a public house, hearing of the colonel's want of success, inquired the cause, and being told, he said there was no difficulty in keeping the iron sufficiently hot; on inquiry, he stated that he had worked in a cannon foundry in France. He was instantly invited to inspect the furnace, and stated at once the cause of the failure, which was, the flue or draft of the chimney was made large, and the chimney above small; he said the reverse ought to be the case,—the flue small, and the chimney large above; no time was lost in making this change, and the success was complete; the contract with the state was fulfilled, and individuals were supplied extensively. About three years after this, the concern was disposed of to the state, under the care of the late Colonel Hugh Orr, of Bridgewater, and removed to that town.

Another important manufacture took its rise early, in this town; the manufacture of cut tacks and brads. In this manufacture a large capital is invested, and from seventy-five to one hundred hands are employed. It is computed that about three hundred tons of iron are annually wrought.

To show the necessity of protection on American inventions, and domestic industry, we give a brief history of the manufacture of these useful and indispensable articles.

The making of tacks, by hand, commenced very early. The first attempt was to cut up old iron hoops into points, by a very imperfect kind of shears, and take them up, one by one, and place them in a common vise, and screw up and unscrew, for the purpose of heading each tack with a hammer. From this process, they were called "Cut Tacks;" but the

mode in making by hand was much improved by movable dies, placed in an iron frame, in the shape of an ox-bow, the two ends, in which were placed the dies, being brought together by a lever pressed by the foot. In the first process, a man might make one thousand tacks per day; in the latter, eight thousand per day. This was a great improvement, and the inventor, Mr. Ezekiel Reed, was entitled to a patent. He made some attempts to conceal the operation, but it was so simple, and so easily applied, that others soon got it, and it came into general use.

With machines, or "tack tools," as they were called, thus improved, from three to four hundred men and boys were employed in making tacks, in this town and vicinity.

In 1815 and '16, a machine was invented by Mr. Jesse Reed, son of Ezekiel Reed, to make tacks at one operation; Mr. Melvil Otis, of Bridgewater, claimed and received a considerable share in the invention. Soon afterwards the machines were much improved by the inventions of Messrs. Thomas Blanchard, of Springfield, and Samuel Rogers, of East Bridgewater. For the exclusive patent rights of these inventions, Elihu and Benjamin Hobart, Esqs., of this town, paid thirty thousand dollars, in the first instance, to commence the business of making tacks. The price of tacks was reduced over fifty per cent. immediately, and one man could make more tacks in a day, on one of the patent machines, than fifteen could by hand, even in the last improved mode, by movable dies. One machine has turned out over two hundred and fifty thousand in a day.

When they had just got their machines into operation, they learned, with astonishment, that a large consignment of tacks had been received in this country from England. On inquiry, they found that a model of their "Patent Tack Machine" had been taken from this country, and patented, and the tacks sent here for sale. One or two individuals went from this country to England for that

purpose. The effect of this was to stop the manufacture of this article here entirely, and ruin the proprietors of the patent.

Under these circumstances, they were led, at once, to look to our government for relief and protection. It was asked, "Shall the British take our inventions and our market, without paying for them, to the ruin of our own citizens?" They referred to their models, in the Patent Office, and stated, that the price of tacks was already reduced fifty per cent., and that machines could be easily multiplied, not only to supply the United States, but all Europe.

A bill was immediately passed, fixing the duty on importation of tacks, at five cents per thousand, up to sixteen ounces to the thousand; after that at five cents per pound, and also including brads and sparables.

Without this tariff, the business must have been given up in this country. Iron and labor were lower in England than in this country; and the English had nothing to pay for patents, and having silenced competition here, they would have charged their own prices; it would have been difficult to have revived the business; indeed, it never would have succeeded without protection in its infancy.

Abington is very pleasantly situated on the highest lands between Narraganset Bay and Boston harbor. The centre of the town is about equidistant from Boston, Plymouth, and Taunton, a little over eighteen miles from each, eight miles from Weymouth Landing, twelve from Hingham harbor, and seven from the North river, in Hanover. There are, in this town, two large intervals, of about five hundred acres each, surrounded by high lands, mostly covered with water in the winter, and beautifully green in the summer; around them, and overlooking them, are many of the principal settlements. At the easterly part, there is a range of elevated lands, comprising over two thousand acres, called "Beech Hill," a beautiful tract of land, susceptible of great

improvement. From this hill the waters flow north-east and south-west. No large rivers water the town, though Beaver brook, Streame's and Hersey's river, and French's stream, afford some good mill privileges. A part of Accord pond is in this town; the remainder of it is in Hingham and Scituate.

The soil of the town is strong, and good for production, though rocky and hard of cultivation. It is generally better for grazing than tillage. The surface is rough and broken. The meadow land abounds in peat. Some bog iron ore has also been found in it. The blue slate stone prevails on some parts of the upland.

The population of the town, in 1790, was one thousand four hundred and fifty-three; it is now, (1845,) ascertained to be over three thousand six hundred and eighty, and rapidly increasing.

The Old Colony railroad passes through the whole length of the town, over six miles, running north and south, which was completed, and in full operation in January, 1846. This road brings Boston or Plymouth within less than one hour's ride of Abington.

East Abington is a very flourishing part of the town, recently built up; its location is very central and inviting; the centre of which will be but a little over a mile from the railroad.

There are ten school districts in town. The number of scholars from four to sixteen years of age is about nine hundred. Two thousand seven hundred dollars is annually appropriated for public schools, and nearly one thousand dollars is expended in private schools, including an academy or a high school, established by a private company, they having erected an elegant building for that purpose.

The population of Abington is strictly of the Pilgrim family, as there is, scarcely an inhabitant in the town of any other race or nation. Perhaps no town in the vicinity of Boston, holds out greater inducements for country seats and settlements, for men

of business or leisure, who wish for quiet retirement or a summer residence.

As early as July 4, 1706, an order was passed, requiring "the proprietors, purchasers, and inhabitants," to ascertain what they were able and willing to pay annually, "for the support of an able, learned, and orthodox minister." In 1710, the erection of a meeting-house was effected, and "on the 8th of December, 1711, Mr. Samuel Brown came to Abington, by a unanimous call from the people there, to settle." He was ordained November 17, 1714.

ACTON.

MIDDLESEX Co. Acton was set off from Concord in 1735, and included what is now Carlisle. The first minister was the Rev. John Swift, who was settled November 8, 1738. The centre of the town is pleasant, having a large common, well shaded with trees, and surrounded by neat buildings, and good mowing and tillage land. It is watered by a branch of Assabet river, and by several ponds, the largest of which is Nagog pond, covering six hundred acres, and forty-seven feet in depth. The manufactures are boots, shoes, blinds, and sashes. The American Powder Company have large works in this town. Acton is five miles north-west by west from Concord, and twenty-one north-west from Boston. The railroad from Boston to Fitchburg passes through the west village, twenty-five miles from Boston.

This town is known in history as the native place of Isaac Davis, who commanded the Acton minute company, and was killed at the "Concord Fight," April 19, 1775. (See Centennial Address, at Acton, July 21, 1835, by Josiah Adams, Esq.) James Hayward, a son of Deacon Samuel Hayward, of Acton, was also killed, in the pursuit of the British, the afternoon of the same day. The following inscription is copied from his grave stone:—

"In memory of Mr. James Hayward, son of Capt. Samuel and Mrs. Mary Hayward, who was killed in Concord fight, Ap. 19th, 1775, aged 25 years and four days,

"This monument may unborn ages tell,
How brave young Hayward, like a hero fell,
When fighting for his country's liberty,
Was slain; and here his body now doth lie.
He and his foe were by each other slain,
His victim's blood, with his, the earth did stain;
Upon the field he was with victory crowned,
And yet must yield his breath upon that ground,
He express'd his hope in God, before his death,
After his foe had yielded up his breath.
O may his death a lasting witness be,
Against oppression, and bloody cruelty."

ADAMS.

BERKSHIRE Co. This is a flourishing agricultural and manufacturing township, comprising two villages, north and south, whose trade, before the opening of the Western railroad, went to New York. It is forty miles east of Troy, New York, one hundred and twenty west north-west of Boston, twenty-four north from Pittsfield, and seven miles south-east of Williamstown college. Its name was given in honor of the patriot, Samuel Adams. The Hoosack river passes through this town, and affords a great water power. There are in this town nineteen cotton mills, four satinette factories, and two calico printing establishments. There are also in this town large machine shops, four tanneries, three air and cupola furnaces, and manufactories of shovels, spades, hoes, forks, chairs, and cabinet-ware. The total value of the manufactures of this place is about one million of dollars annually.

There are in the town a flourishing academy, and a valuable quarry of marble.

Between the years 1746 and 1756, this town was the scene of much Indian warfare. Traces of old *Fort Massachusetts* are still found. *Saddle Mountain*, the summit of which is called *Grey lock*, the highest of Massachusetts mountains, lies chiefly in this town, and, although it is three thou-

sand five hundred and five feet above the level of the sea, is of easy ascent. A view from *Grey lock* probably gives "an idea of vastness and even of immensity" better than any other landscape in New England, Mount Washington, in New Hampshire, excepted. The natural bridge on *Hudson's brook*, in this town, is a curiosity worthy the notice of travellers. The waters of this brook have worn a fissure from thirty to sixty feet deep, and thirty rods in length, through a body of white marble, or limestone, and formed a bridge of that material, fifty feet above the surface of the water. There is a cavern in the town thirty feet long, twenty high, and twenty wide.

Another curiosity worthy of notice, is a cave, in the side of a hill, about a mile south of the north village, near the road to *Cheshire*. A narrow and difficult passage, about ten feet in length, leads to a room, large enough to contain six or eight persons. Northward, a small horizontal avenue, ten or twelve feet long, leads to another room, considerably larger than the first. From this, by descending twenty perpendicular feet, another room is entered, thirty feet long, by an average breadth of about twenty feet, and twenty feet high. Beyond this, and lower down, are smaller apartments, answering to bedrooms, pantries, &c. Further on no one has explored. The walls of the cavern are composed of limestone, belonging to the vast ledge of which *Saddle mountain* is built.

Colonel Williams, the founder of *Williams College*, was the first grantee of lands within the township, in 1750; and the first minister, the Rev. Samuel Todd, was settled about the year 1766.

ALFORD.

BERKSHIRE Co. This is a mountainous township, on the line of the state of New York. The valleys produce some grain; considerable portions of the rough parts of the town are good pasture land. There are several streams in the town, on which are

manufactories, for domestic use, erected. The town was granted about the year 1740. It lies about one hundred and thirty miles west, from Boston, nineteen south by west from *Pittsfield*, and twenty-four miles east from *Hudson*, New York.

There were some settlers in the town previous to 1755. The first settled minister was the Rev. Joseph Avery; about the year 1780.

AMESBURY.

ESSEX Co. This town is situated on the north side of *Merrimack river*, forty miles north-east from Boston, six north-west from *Newburyport*, and seven north-east from *Haverhill*. It was taken from *Salisbury* in 1668, and is separated from it by *Powow river*, a navigable stream for vessels of three hundred tons. A pond, covering about one thousand acres, back of the town, ninety feet above the sea, serves as a reservoir for a constant and extensive water power. The manufacture of flannel and satinete is very extensively pursued. Many vessels are built here, of superior timber, and the manufacture of boots, shoes, leather, chairs, phaetons, gigs, and wagons of various kinds, is very considerable. The total amount of the various manufactures of this place is about five hundred thousand dollars annually. About half the population of the town is engaged in mechanical labor.

That part of the town called *the Mills*, is at the lower falls of the *Powow*, and forms a continuous settlement with the most populous part of *Salisbury*. The river here is but about two rods in width, and is crossed by several bridges.

There is much fine scenery about *Amesbury*; views from *Whittier*, *Bear*, and *Pond hills*, are delightful.

At the west end of the town, are two flourishing villages, with a small stream, at which are large manufactories of carriages of various kinds, axletrees, steel springs, and leather. *Amesbury* was formerly a noted place

for salmon. It is stated in an old book, that formerly it was stipulated in the indentures of apprentices, that they should not eat salmon oftener than six times a week.

Thomas Wells was settled as the first minister, in 1734.

Josiah Bartlett, M. D., one of the signers of the Declaration of Independence, was born here, in 1729. He was governor of New Hampshire from 1790 to 1793. He died May 19, 1795.

AMHERST.

HAMPSHIRE Co. Amherst was formerly the east parish of Hadley. It now comprises four handsome villages—the centre village, where the college is located, and the north, east, and south villages. The centre village lies seven miles east by north from Northampton, and eighty-two miles west from Boston. The town is watered by two good mill streams, which form Mill river, and which pass into the Connecticut at Hadley. The manufactures of this town consist of woolen cloth, boots, shoes, leather, paper, hats, tin ware, ploughs, axes, palm-leaf hats, chairs, cabinet-ware, stoves, joiner's planes, hammers, pistols, &c., and all kinds of carriages. The college is situated on elevated ground, in the centre village, surrounded by a fertile country, and commanding a prospect of one of the most picturesque sections of the state.

The first church was organized, and the first minister, the Rev. David Parsons, settled November 7, 1739. See *Public Institutions*.

“Here lies buried the body of the Reverend ZEPHANIAH SWIFT MOORE, D. D., President of the College at Amherst. He was a man preëminent for genius, and science, and sincere piety, as well as greatness of mind and humility. He was firm in his purposes, and yet very mild, easy to be entreated, modest, placable, full of mercy and good works. He was not censorious, and no dissembler. By his pupils he was loved and venerated as a father. To the great grief

of all, he died on the 30th of June, in the year of our Lord 1823, and in the fifty-third year of his age. He received the degree of Bachelor of Arts at Hanover, in 1793; he was pastor of the church at Leicester fourteen years, Professor of languages at Dartmouth College four years, President of Williams College two years. The trustees of the college at Amherst have ordered this stone to be erected.”

ANDOVER.

ESSEX Co. This beautiful town lies twenty-two miles north of Boston, by the railroad, fifteen north-west from Salem, and ten east from Lowell. Its northern boundary, for some ten or twelve miles, is the winding Merrimac. Embracing a territory nearly ten miles square, it presents a great variety of delightful scenery. The Shawshine river passes through it from south to north, affording, in its course, many valuable water privileges, which are already mostly improved. There are also several sheets of water in different parts of the town, which, together, cover more than eight hundred acres. Most of the soil is arable; and many of the farms, especially in the northern part of the town, are highly cultivated. It has never been ascertained with much certainty, in what year the first inhabitants settled in this place, though it is thought to have been in 1643. Many of the present inhabitants can trace their descent in a direct line from the first settlers of the same family name. In one of the grave-yards there is a cenotaph bearing this inscription:

GEORGE ABBOT,
born in England,
was one of the first settlers
of Andover, A. D. 1643;
where, in 1647, he married
Hannah Chandler.

He died Dec. 1681, Æ 66.
She died June, 1711, Æ 82.

Their descendants, in reverence for their moral worth and Christian virtues, erected this monument, A. D. 1813.

The "descendants" of this single family are very numerous in the place. In the catalogue of persons belonging to one of the churches, issued a few years since, more than eighty appear with this name; and not far from seventy-five of the legal voters of the town, are Abbots, most of whom are of this connexion.

Besides the scattered settlements in the agricultural districts, there are large villages in the north and south parts of the town, some three miles distant from each other, and several smaller villages near these. Of late years, increasing attention has been given to various kinds of manufacturing, until this interest has become quite prominent. The amount of capital invested in manufactures is now not far from five hundred thousand dollars; the value of manufactured goods one million dollars; and fabrics of various sorts are beginning to appear from the Andover mills, which rival the best foreign articles of the same kind. Among the articles which deserve to be particularly mentioned, are the flannels, fancy goods, linen yarn, and shoe-thread. Not less than four hundred and fifty tons of flax are annually used in the manufacture of this last article alone. A project has been proposed, which will undoubtedly succeed, which is to build up another *Lowell* along that portion of the Merrimac which forms the northern boundary of this town. The land, for several miles in Andover and Methuen, on both sides of the river, has been secured.

Within the last twenty years, Andover has grown so rapidly, that instead of two churches, which for a century had been enough, it now numbers eight, several of which are large and flourishing. The population of Andover at the present time is not far from six thousand. The various literary institutions which are located here are its principal attraction.

Phillip's Academy, which has now been in existence nearly seventy years, is every way worthy of its age, and of the name it bears. With ample endowments, convenient buildings, a

chemical and philosophical apparatus, which cost over two thousand dollars, a valuable library of seven hundred volumes, and a corps of teachers, all of whom are men of experience and critical learning, this school is still regarded, as it has always been, by the public, with great favor. During the past year, the whole number of pupils connected with its different departments, has been nearly three hundred; a large proportion of whom have been studying the classics and higher mathematics. From the commencement of its operations to 1845, four thousand four hundred and thirty-seven individuals have enjoyed its advantages. This institution was incorporated several years before any other academy in New England, and is still deservedly conspicuous among them all. Its funds enable the trustees to secure the permanent services of distinguished teachers, without making any but the most moderate charges for tuition, while large numbers receive their entire tuition free.

The Theological Seminary. See Public Institutions.

The Abbot Female Academy. This academy is beautifully located, in the same village with the other literary institutions; it presents the additional attractions of a valuable philosophical apparatus, and cabinet of minerals, and a select library of modern works, together with a beautiful building, and grounds tastefully arranged and adorned. Nor is any effort or expense spared to furnish teachers of the first order. In 1844, there were one hundred and fifty pupils connected with it; and it is already filling a large space in the public eye.

Many of the most valuable publications of the day are issued from the Andover press. Its learned Quarterly, the *Bibliotheca Sacra*, has a large circulation across the Atlantic, and many of its volumes will be the text-books and classics of another generation.

Andover has become the chosen resort of many who desire to favor their children with the best means of obtaining a thorough education; and, located in the heart of New England,

it cannot fail to increase in population, wealth and fame.

The Indian name of Andover was *Cochichewick*, the present name of a brook which issues from Great Pond.

It derived its name from Andover, in England, and the church in the north parish was formed, and the Rev. John Woodbridge was settled in 1645.

This is the largest town in the county; it contains thirty-five thousand seven hundred and thirty-eight acres, and was purchased of a sagamore of Massachusetts, named *Cutshumache*, for six pounds, and a coat.

ASHBURNHAM.

WORCESTER Co. This township was granted to Thomas Tileston and others, of Dorchester, for services in an expedition against Canada, in the year 1690. For many years it was called "Dorchester Canada." The first church was gathered in 1760, and the Rev. Jonathan Winchester ordained. Ashburnham lies on the height of land between the Connecticut and Merrimac rivers. It is watered by large ponds, which furnish good mill seats. There is much good land in the town, both for grass and grain. Its manufactures consist of cotton goods, boots, shoes, leather, chairs, cabinet-ware, fur and palm-leaf hats; the annual value of which is about one hundred and fifty thousand dollars. This town is thirty miles north from Worcester, fifty miles north-west from Boston, and about seven miles north-west from Fitchburg.

ASHBY.

MIDDLESEX Co. Ashby is on elevated land, bordering on Rindge, New Hampshire. Branches of the Squamcook rise here, and pass to the Nashua, through Townsend. It is varied with hills and vales, and is rich in agricultural products, and fine scenery. There are some manufactures in the town of boots, shoes, chairs, wooden-ware, &c. In 1837,

sixty thousand palm-leaf hats were manufactured.

The first minister was Rev. Samuel Whitman, from Weymouth. He was settled in 1778.

Ashby lies forty-two miles west north-west from Boston, twenty-five north-west from Concord, and eight miles south south-east from New Ipswich, New Hampshire.

ASHFIELD.

FRANKLIN Co. This town was granted to Captain Ephraim Hunt, of Weymouth, for services in the expedition to Canada, in 1690. It was formerly called *Huntstown*, and was first settled in 1742. The first church in the town was of the Baptist denomination, and was formed in 1761. The Rev. Ebenezer Smith was settled the same year. The soil of the town is good for tillage and pasture, but the surface is hilly and uneven. Some of the farmers have large dairies, and fine flocks of sheep. This town is elevated between the Deerfield and Westfield, and sends a small tributary to each of those rivers. Ashfield lies one hundred and five miles west from Boston, twelve south-west from Greenfield, and fifteen north-west from Northampton.

ASHLAND.

See page 363.

ATHOL.

WORCESTER Co. The Indian name of this town was *Paquoig*, or *Peyquage*. This pleasant town lies seventy miles west north-west from Boston, twenty-eight north-west from Worcester, and about twenty-four west from Fitchburg. Miller's river is a fine stream, and affords Athol a great water power. The manufactures of Athol consist of cotton goods, boots, shoes, leather, paper, iron castings, scythes, &c.

The surface of the town is uneven, but the soil is strong and productive. There are a number of handsome vil-

lages in the town, which, with many large farms, bear the marks of prosperity.

The Rev. James Humphrey, the first minister in the town, was settled, and the church gathered, in 1750.

ATTLEBOROUGH.

BRISTOL Co. This town lies at the north-west corner of Bristol county, twelve miles north from Providence, Rhode Island, twelve north-west from Taunton, and thirty south south-west from Boston. It possesses a fine water power. The Ten Mile river rises in the south part of Wrentham, and running through the whole length of this town, from north to south, empties into Seekonk cove. On this stream are situated the principal manufacturing establishments. It contains six cotton factories, now in operation, four others having been burnt within a few years, and not yet rebuilt. It has one or two thread factories, and an extensive manufactory of superior metal buttons. The value of the manufactures in this town for the year ending April 1, 1837, amounted to about five hundred thousand dollars; that of cotton goods alone to two hundred twenty-nine thousand, five hundred seventy-one dollars. The other manufactures consist of boots, shoes, leather, combs, carpenter's tools, shuttles, clocks, straw bonnets, hooks and eyes, and a large amount of jewelry. There are also several carriage and harness makers.

This was one of the early settlements in the old colony, and was purchased of Alexander, the elder brother of King Philip, in 1666, by Captain Thomas Willett. The original proprietors consisted of seventy-two. The town originally included Cumberland, Rhode Island.

This town suffered much during the celebrated King Philip's war. There was at this time a fortification here, called Woodcock's garrison. It was attacked by the Indians, who killed one man, and one of Woodcock's sons, wounded another, and burnt the son's house, and committed

other outrages. The spot where the son was killed, is the oldest burying ground in town. In 1675, Attleborough was a frontier settlement.

This town was the birthplace of Rev. Naphtali Daggett, President of Yale College, and Rev. Jonathar Maxcy, President successively of Rhode Island College, Union, and Columbia, S. C., and whose writings, with a memoir of his life, have been recently published.

The first settled minister in Attleborough was the Rev. Matthew Short, in 1712; the second was the Rev. Ebenezer White, in 1715; the third the Rev. Habijah Weld, in 1726. Mr. Weld was a man of extraordinary virtues, and preached in this place fifty-five years. He received from his parishioners an annual salary of two hundred and twenty dollars, and the use of a parsonage lot which furnished him with wood and a little pasture. With a scanty patrimony, he purchased a small house and farm; and with these means, he educated fifteen children, and was noted for his hospitality and acts of charity.

AUBURN.

WORCESTER Co. Until 1837, this town had been called Ward, in honor of General Ward, of the revolutionary army. It was formerly parts of Stoughton, Leicester, and Oxford. There are a number of flourishing villages in the town. *Stoneville* and *Drury Mills* are important manufacturing villages. The Norwich and Worcester railroad passes by them. It lies five miles south by west from Worcester, and forty-five west south-west from Boston.

With an uneven surface, the soil is good, and productive. It is well watered by several beautiful ponds, and never-failing springs and rivulets; and French river passes through it. There are in the town large manufactures of cloth, paper, and other articles. The first church was formed in 1776, and the Rev. Isaac Bailey was settled the following year.

BARNSTABLE COUNTY.

BARNSTABLE is the chief town. This county includes the whole of Cape Cod, extending east and north into the Atlantic Ocean, and which Gosnold discovered in 1602. It is bounded north-west by Plymouth county, and west by Buzzard's Bay. Cape Cod lies in the form of an arm, half open; the elbow is at Chatham, twenty miles east of Barnstable; the hand (the wrist inclining inward) is at Race Point, thirty-three miles north by west of Chatham. The whole length of the cape is sixty-five miles, and the average breadth about five miles.

Below the town of Barnstable the county is quite sandy, so much so, that the people are generally dependent on Boston and other towns, for a large proportion of their meats and bread-stuffs. This deficit is amply compensated by the unrivalled privileges enjoyed, and well improved by them, in the cod, mackerel, and other fisheries. This county has but little wood, but it is well stored with peat, and an abundance of pure soft water. About two millions of dollars are invested in the manufacture of salt. There were manufactured in this county, in the year ending April 1, 1837, six hundred and sixty-nine thousand and sixty-four bushels of salt, valued at two hundred and nineteen thousand eight hundred and seventy dollars. The manufactures of cotton and woollen goods, boots, shoes, iron castings, glass, cabinet and tin wares, cordage, &c., amounted to four hundred and ninety-six thousand six hundred and two dollars. The value of the fishery, in one year previous to April, 1837, was five hundred and fifty-seven thousand seven hundred and thirty-seven dollars. The total annual value of the fisheries and manufactures, one million three hundred and thirty-seven thousand five hundred and twenty-seven dollars. The number of sheep in the county, in 1837, was seven thousand three hundred and thirty-two,—in 1840, six thousand two hundred and seven.

Barnstable county is noted for its fine sailors, and men of superior nautical talents. The ladies are celebrated for their fair complexions, and good housewifery; but are peculiarly subject to the vicissitudes pertaining to a maritime situation. In 1837, there were in this county, nine hundred and fourteen widows living, who had lost their husbands by the dangers of the sea. In two towns, (Harwich and Wellfleet,) there were two hundred and twenty-three widows who had thus lost their companions.

A canal, crossing the cape from Barnstable to Buzzard's bay, has been long contemplated; but the extension of the Old Colony railroad to some port on the south side of the cape, will probably supersede the necessity of that enterprise. See *State Tables*.

COURTS IN BARNSTABLE COUNTY.

Supreme Judicial Courts. LAW TERM. At Plymouth and Taunton, alternately on the fourth Tuesday next after the fourth Tuesday in September. NISI PRIUS TERM. At Barnstable, for Barnstable and Dukes counties, on the ninth Tuesday, next after the first Tuesday in March.

Common Pleas. At Barnstable, on the Tuesday next succeeding the first Monday of April, and the first Tuesday in September.

Meetings of the County Commissioners. At Barnstable, on the second Tuesday of April, and on the second Tuesday of October.

Probate Courts. At Barnstable, on the second Tuesdays of January, March, September, and December; and on the third Tuesdays of May and June. At Sandwich, on the second Tuesday of November. At Falmouth, on the

Wednesday next after the second Tuesday of November. At *Yarmouth*, of the second Tuesday of August. At *Harwich*, on the third Monday of April, and on the last Monday of October. At *Brewster*, on the Tuesday next after the third Monday of April, and on the Tuesday next after the last Monday of October. At *Orleans*, on the Wednesday next after the third Monday of April, and on Wednesday next after the last Monday of October. At *Wellfleet*, on the Thursday next after the last Monday of October. At *Truro*, on the Thursday next after the third Monday of April. At *Provincetown*, on Friday next after the third Monday of April, and on the Friday next after the last Monday of October.

BARNSTABLE,

THE chief town of Barnstable county, is pleasantly located at the head of Cape Cod, and lies about sixty-five miles south-east from Boston. The principal village inside the cape, contains the court-house, custom-house, &c. Its harbor is formed by Sandy Neck, and is good, for vessels of eight feet draught of water. From this place packets constantly ply to Boston, and in summer months, steamboats run between this place, Plymouth, and Boston. There are a number of pleasant villages in the town. West Barnstable village is four miles from the court-house. Hyannis, at the south side, is six miles south from the court-house, and has become, by an expensive breakwater, a most important harbor, perfectly safe from all winds, for all classes of vessels navigating the sound, and passing round the cape.

Oysterville lies on the south side of the cape, eight miles from the court-house. Centreville and Cotuit are also on the south side, and, with Oysterville, afford good harbors for small vessels.

The manufacture of salt was commenced in this town as early as 1779. It then sold for six dollars a bushel. There was made twenty-seven thousand one hundred and twenty-five bushels of salt in this town, in 1837. Between fifty and sixty sail of fishing and coasting vessels belong to this place. This town has numerous ponds, a considerable water power, some fine upland, and extensive salt marshes. The manufacture of vessels, salt, boots, shoes, hats, leather, cabinet-

ware, chairs, and wooden-ware, amounted in one year to fifty-six thousand five hundred and sixty-two dollars.

The "Pilgrim Fathers" landed here, November 11, 1620, and here was their first interview with the lords of the soil—the *Mattacheeset* Indians.

Barnstable was first settled by a part of the Rev. Mr. Lothrop's congregation, of Scituate. They came to this town in 1639: One of the emigrants was Samuel Hinkley, father of Thomas Hinkley, the last governor of Plymouth colony.

James Otis, the celebrated patriot, was born here, February 5, 1725. He was killed by lightning, at Andover, May 23, 1783.

Samuel Savage, M. D., an eminent physician, resided here many years. He died in 1831, aged eighty-three years.

On a monument in this town is the following inscription:—

"REV. OAKES SHAW,

born at Bridgewater, 1736, graduated at Harvard College, 1758, ordained in this place 1760, died 11th February, 1807. Benevolence, affection, and sincerity characterized and endeared him in all the relations of social life. With unaffected piety and zeal, with unshaken constancy and fidelity, he discharged the various duties of the pastoral office. To perpetuate the remembrance of his virtues and talents, to prolong the influence of his character, and to testify their respect for his memory, this monument is gratefully erected by a bereaved and affectionate people."

BARRE.

WORCESTER Co. The surface of this township is elevated, and its soil of an excellent quality. It is well watered by Ware river, and several of its branches.

The manufactures of Barre are large, and increasing. In 1837, their value exceeded three hundred and sixty thousand dollars. They consist of woollen and cotton goods, copper pumps, boots, shoes, carriages, leather, palm-leaf hats, straw bonnets, axes, scythes, and gunpowder. Large quantities of beef, butter, cheese, &c., are annually sent from this town to Boston market. The village in the centre of the town is very pleasant, and has become the seat of much business. It lies sixty miles west by south from Boston, twenty-one north by west from Worcester, and fifteen north-east from Ware. Barre took its name in honor of Colonel Barre, an eloquent friend of America in the British parliament.

A church was formed in Barre, in 1753, and the Rev. Thomas Frink was installed their minister, the same year.

BECKET.

BERKSHIRE Co. The surface of this town is mountainous, broken, and rocky. Stones of various kinds exist, but the granite prevails, frequently impregnated with iron and sulphur.

The soil is hard and cold, yielding corn and rye in moderate quantities. It is good land for grass, and excellent neat cattle and sheep cover the hills. There is an abundance of hard wood in the town, and "Becket charcoal," transported one hundred and thirty-five miles by the western railroad, which passes its northern border, has become a favorite article with some of the economists in Boston, for the ignition of anthracite coal, and other purposes. The streams are pure as crystal, but being natives of the town, are small; scarcely sufficient for mills for domestic purposes.

There are handsome ponds in the town, which afford fish of various sorts.

The air is exceedingly pure in Becket, and health and longevity is the consequence.

For a series of years, the number of deaths in the town, with a population exceeding one thousand, has averaged only about twelve in a year.

The town was first settled in 1755; a church was formed in 1758; and the Rev. Ebenezer Martin was settled as pastor.

Becket lies fifteen miles east south-east from Lenox, and sixty-five miles east from Albany.

BEDFORD,

MIDDLESEX Co., is bounded on the north by Billerica, east by Burlington, south by Lexington and Concord, and west by Carlisle. It was formerly parts of Concord and Billerica. The Shawshine river rises in this town, and the Concord passes its western border. There are some manufactures in the town, but the people are principally engaged in agriculture.

The first minister in the town was the Rev. Nicholas Bowes, who was ordained July 15, 1730.

Bedford lies fifteen miles north-west from Boston, and five miles north-east from Concord.

BELCHERTOWN.

A beautiful town, in Hampshire county, originally called "Cold Spring," seventy-five miles west from Boston, fifteen east from Northampton, seventeen north-east from Springfield, and twenty-five S. E. from Greenfield. In the centre of the town is a collection of handsome buildings, among which is an elegant structure for the "Belchertown Classical School." The soil of the town is of an excellent quality, and well improved. Large quantities of wool are grown in this town. It is separated from Ware by Swift river, on the

north. The principal manufacture is that of pleasure wagons, of which, about six hundred are annually made.

Mr. A. Shumway, of this place, has driven the stage between Belchertown and Northampton twenty-five successive years. In that period he made fifteen thousand trips, travelled two hundred and eighteen thousand four hundred miles, and carried at least one hundred and twenty-four thousand passengers; yet, although his hours of travelling were early in the morning and late in the evening, he never broke a limb, overturned his coach, or met with any serious accident whatever, during his whole career.

Belchertown was first settled about the year 1732. Colonel Timothy Dwight was one of the early settlers. The first minister was the Rev. Edward Billings, who was ordained in 1739. At that time, there were only twenty families in the town. On a monument in the grave-yard, is found the following inscription:—

“Sacred to the memory of Rev. JUSTUS FORWARD, pastor of the church in Belchertown, who, skilled in Evangelical Doctrine, exemplary in Christian duty, prudent in council, valiant for the truth, faithful and successful in labors, after a long and useful ministry, in which with reputation to himself, and to the spiritual benefit of his flock, he served God, and his generation, fell asleep March 8, A. D. 1814, in the eighty-fourth year of his age, and the fifty-ninth of his ministry. Blessed are the dead who die in the Lord.”

BELLINGHAM.

NORFOLK Co. The soil in this town

is light and sandy, and not very good for agricultural purposes. It is finely watered by Charles river, and has a good hydraulic power. Its manufactures, consisting of cotton and woollen goods, straw bonnets, boots and shoes, amounted, in one year, to about one hundred and fifty thousand dollars.

It lies eighteen miles south-west from Dedham, seventeen north by west from Providence, Rhode Island, and twenty-eight south-west from Boston.

Peter's river, Bungy brook, and Beaver pond, also water the town. The factory villages are pleasant and flourishing, and lie at the north part of the town, four miles from the centre village. Bellingham was formerly a part of Dedham.

Its first minister was the Rev. Jonathan Mills, in 1727.

BERKLEY.

BRISTOL Co. This town lies thirty-seven miles south from Boston, eighteen east from Providence, and five miles south from Taunton. The New Bedford and Taunton railroad passes through the south-east corner of the town. Berkley was formerly a part of Dighton, from which it is separated by Taunton river. The noted “Dighton Rock” is in the limits of the town of Berkley. A part of Assonet bay is also within the town. There are some coasting vessels belonging to this place, and some ship building is carried on.

The Rev. Samuel Toby was the first minister in the town. He was settled November 23, 1737, and died February 13, 1781.

BERKSHIRE COUNTY.

LENOX is the shire town. This county is bounded north by Bennington county, Vermont; west by Rensselaer and Columbia counties, New York; south by Litchfield county, Connecticut; and east by Franklin, Hampshire, and Hampden counties. This county is rough and hilly in many parts, but it affords considerable very fine land, and produces much wool, all sorts of grain, and exports great quantities of beef, pork, butter, &c. The number of sheep in this county, in 1837, was one hundred and thirty-six thousand nine hun-

dred and sixty-two. Berkshire is the most elevated county in the state. On the east side lie the Green mountains, which shut it away from the rest of Massachusetts; and on the west are the Taghconnic mountains, which separate it from the state of New York. Berkshire is a region of hill and valley, mountain and lake, beautiful rivers and laughing brooks—the very Piedmont of America.

The Housantonick and Hoosick are its chief rivers. The former empties into Long Island Sound; the latter into the Hudson.

This county possesses, in rich and inexhaustible abundance, three of the most important articles of the commerce of the world, *Iron*, *Marble*, and *Lime*, and its wood and water power are fully sufficient to enable it to fit them for the purposes of life.

The western railroad, passing through the heart of the county, has opened for Berkshire a new channel to the Atlantic, for its various productions. Boston can now fairly compete with New York for its valuable trade. In 1834, the amount of its transportation was thirty-four thousand and seventy-five tons; since that period, the amount has probably nearly doubled. See *State Tables*.

In Graham's Magazine for July, 1844, Miss Sedgwick, well known as a beautiful writer, and a native of one of its lovely vales, Stockbridge, thus truthfully speaks of Berkshire:—

"This county, until recently, has, from its sequestered position, remained in obscurity. Its communication with its own capital, even, has been impeded by the high and rugged hills that enclose it. But now the hills are brought low, and the rough places are made smooth. Man has chained to his car a steed fleetier than the rein-deer, and stronger than the elephant, and we glide through our mountain passes with a velocity more like the swiftness of lovers' thoughts than any material thing to which we can liken it.

"That section of the western railroad which traverses the wild hills of Berkshire is a work of immense labor, and a wonderful achievement of art. The pleasure of our citizens in surveying it is not impaired by the galling consciousness that there is yet a foreign debt to pay for it, or doubtful credit involved in it.

"Berkshire lies midway between the Connecticut and the Hudson. After leaving the wide meadows of the Connecticut, basking in their rich inheritance of alluvial soil, and unimpeded sunshine, you wind through the narrow valleys of the Westfield river, with masses of mountains before you, and woodland heights crowding in upon you, so that at every puff of the engine, the passage visibly contracts. The Alpine character of the river strikes you. The huge stones in its wide channel, which have been torn up and rolled down by the sweeping torrents of spring and autumn, lie bared and whitening in the summer's sun. You cross and recross it, as in its deviations it leaves space on one side or the other, for a practicable road.

"At 'Chester Factories' you begin your ascent of eighty feet in a mile, for thirteen miles! The stream between you and the precipitous hill-side, cramped into its rocky bed, is the Pontoosne, one of the tributaries of the Westfield river. As you trace this stream to its mountain-home, it dashes along beside you with the recklessness of childhood. It leaps down precipices, runs forth laughing in the dimpling sunshine, and then, shy as a mountain nymph, it dodges behind a knotty copse of evergreens. In approaching the 'summit level,' you travel bridges built a hundred feet above other mountain streams, tearing along their deep-worn beds; and at the 'deep-cut' your passage is hewn through solid rocks, whose mighty walls frown over you.

"Mountain scenery changes with every changing season—we might almost say with every change of atmosphere. In the spring, while the skirts of winter still hang over this high cold region, and the trees seem afraid to put on their buds, the Pontoosne breaks forth from its icy bars, and leaps and rushes

on as if with conscious joy for its recovered liberty. It is the first sound that breaks upon the wearisome lingering of winter, and its music strikes upon the ear like the sweetest of human sounds, the morning song of a child waking one from a dreary dream.

"In summer, as there is little on these savage hills of what is peculiar to summer, flowers and fruitfulness, it is a happy chance to make this pass when piles of clouds hide the hot sun, and the rain is pouring down in sheets, when every little dropping rill that has dried away in the summer's heat, is suddenly swelled into a waterfall, and over the banks and down the cliffs they come pouring and leaping, reminding one of that wild fable of German, imagining Undine and all her clan of water-spirits doing their whimsical feats.

"In autumn, the beeches and maples on the hill-sides, are glowing with a metallic brightness, softened, and set off most exquisitely by the evergreen of the towering pines, the massive cones of the Norway firs, and the graceful, plummy hemlocks that intersperse them.

"In winter, the art that sends you swiftly and securely through these stern solitudes, is most gratefully felt. The trees bend creaking before the howling blast, the snow is driving and drifting, here it is piled on either side in solid walls above your car, and there the hideous roots of the upturned stumps are bare. Even the hardy mountain children have shrunk from the biting blast, and the whimpering dog has begged an inside berth. You see no little tow-head with its curious eyes, peering at you through the icy window, you hear not even the salute of a bark. On you glide, by the aid of the most recent discoveries and ingenious contrivances of art, through a country whose face is still marked with the savage grandeur of its primeval condition. To give the transition to the smiling valleys below the full force of contrast, it should be made in summer. Then, you slide down amid green pastures, meadows and orchards. You glance at Hinsdale and Dalton, and enter Pittsfield, famed for its lofty elm, the last veteran of the original forest, (now, alas! a dying veteran,) for its annual fairs, its thriving medical institution, and for its rural wealth, possessing as it does within the limits of its township, perhaps more cultivable land than any other equal district in Massachusetts.

"We have entered Berkshire by a road far superior to the Appian way. On every side are rich valleys and smiling hill-sides, and deep-set in their hollows, lovely lakes sparkle like gems. From one of these, a modest sheet of water in Lanesborough, flows out the Housatonic, the minister of God's bounty, bringing to the meadows along its course a yeasty renewal of fertility, and the ever-changing, ever-present beauty that marks God's choicest works. It is the most judicious of rivers; like a discreet rural beauty, it bears its burdens and does its work out of sight; its water privileges for mills, furnaces, and factories, are aside from the villages. When it comes near to them, as in Stockbridge, it lingers like a lover, turns and returns, and when fairly off, flies past rolling wheels and dinning factories, till reaching the lovely meadows of Barrington, it again disports itself at leisure.

"The mere summer visitors to Berkshire, know little of the various beauties of the Housatonic. To them it is a mere chance acquaintance, seen, perchance admired, and forgotten. But we who have lived in its companionship feel that

"loveliest there the spring days come,
With blossoms and birds, and wild bees' hum;
The flowers of summer are fairest there,-
And freshest the breath of the summer's air;
And sweetest the golden autumn day,
In silent sunshine glides away."

For a brief sketch of the BERKSHIRE JUBILEE, see *Pittsfield*.

COURTS IN BERKSHIRE COUNTY.

Supreme Court. LAW TERM. At Lenox, on the second Tuesday in September. NISI PRIUS TERM. At Lenox, on the tenth Tuesday next after the first Tuesday in March.

Common Pleas. At Lenox, on the fourth Mondays of February, June, and October.

Meetings of the County Commissioners. At Lenox, on the first Tuesdays in April and September.

Probate Courts. At Lenox, on the first Tuesday in each month, except September; in which month, on the first Tuesday after the first Wednesday. At Great Barrington, on the second Tuesdays in February, May, August, and November. At Lanesborough, on the second Tuesdays in January, April, July, and October.

BERLIN.

WORCESTER Co. This township is bounded north by Bolton, east by Marlborough, south by Northborough, and west by Boylston and Sterling. It lies fourteen miles north-east from Worcester, and thirty west by north from Boston. This is a good agricultural township, and much of its products are sent to market. It is watered by North brook, a branch of the Assabet, and Gates' pond, which is well stored with fish.

Berlin was formerly parts of Bolton and Marlborough.

Its first minister was the Rev. Reuben Puffer, D. D. He was ordained in 1781, and died 1829.

BERNARDSTON.

FRANKLIN Co. This is a township of superior land, for agricultural purposes, considerably elevated, between Fall and Connecticut rivers. It was formerly called *Fall Town*, from Fall river, which meets the Connecticut between Greenfield and Gill. It took its present name in honor of the British governor, Bernard. It lies ninety-six miles west by north from Boston, and seven north from Greenfield. Bald and West mountains afford delightful scenery;—the former is six hundred and thirty feet above the waters of the Connecticut. Here are springs containing magnesia, sulphur, and iron.

Bernardston produced, in one year, sixteen thousand bushels of corn and rye, and five thousand barrels of cider. There were, in 1837, three thousand and twenty-two sheep in this town, and some manufactures of shoes, leather, palm-leaf hats, and scythe-snaths.

The first white settlers came here in 1738, and built houses, or forts, as they were called. These houses or forts were built of hewn logs, &c., and served the double purpose of houses to live in, and a defence against the sudden, and often fatal, attacks of the Indians. They were built with *port-holes* through the sides, through which those within could fire, with elevated stands for a watch, where they could better see the approach of the enemy, and give the alarm. These houses were occupied by those by whose name they were called, and the occupants were among the first settlers in this town. At a proprietors' meeting held in Deerfield, in June, 1739, it was voted that a meeting-house should be built, fifty-nine feet long, forty feet wide, and twenty-three feet between joints. This house was built in two years after the first settlement of the town. It was situated on Huckle hill, and was the first meeting-house built in Fall Town. In October, 1740, it was voted that there be twenty pounds paid out for the support of preaching. And at an adjourned meeting it was voted that a committee be chosen to cut the brush, and burn them, ten rods

round the meeting-house. Rev. John Norton, from Windham, Connecticut, the first minister, was ordained in 1741, and was dismissed, on account of the unsettled state of the times, in 1745. In the first French war, he acted for a season as chaplain at the fort, which was kept at Hoosic, near Adams. He was there at the time that fort was surprised and taken by a party of French and Indians, whence he was carried captive into Canada. After his release, he was installed a pastor in Chatham, Connecticut. From 1750 to 1761, there was no ordained preacher in Fall Town. The Rev. Job Wright, the next minister, was settled in 1751. About 1755, commenced the French and Indian war, in which the settlers in the town suffered severely; while it continued, the people lived mostly in Burke's fort. Every man that was capable, bore arms, and in some cases, females were under the necessity of bearing arms to defend their dwellings from the attacks of a barbarous enemy. When the men went into the fields, they took their arms with them, and constantly had some one on guard. Agriculture and education were but little attended to. The Indians were almost constantly lurking in the woods, which kept them in a perpetual state of danger and alarm.

One of the heroes in the French and Indian war, was John Burke, one of the first settlers. On his gravestone is the following inscription:—

"In memory of the Hon. Maj. John Burke, who died Oct. 27th, 1784, in ye sixty-seventh year of his age.

"Were I so tall to reach the pole,
Or grasp the ocean with my span,
I must be measured by my soul,—
The Mind 's the standard of the man."

BEVERLY.

ESSEX Co. This town lies sixteen miles north from Boston, by the railroad, and is united to Salem by a bridge across the North river, one thousand five hundred feet in length, built in 1788. It is bounded north by

Wenham, east by Manchester, south by Salem harbor, and west by Danvers. It has a pleasant village at the north part of the town. The business of the town is much associated with that of Salem.

The people of this town are noted for their enterprise in commerce and the fisheries. There are some merchant vessels belonging to this place, about fifty sail of fishermen, and twenty coasters. The annual value of the fisheries at Beverly is about one hundred and fifty thousand dollars. The manufactures, consisting of britania-ware, tin and cabinet-wares, chairs, hats, boots, hair, mustard, and bricks, amounted in one year to about one hundred and twenty thousand dollars. The prosperity of this town has not suffered by the growth of luxury, or excess of trade; its fisheries and manufacturing concerns are steady and progressive.

As a proof of the morals of its inhabitants, it has been recently stated, that no conviction for crime has occurred within the town for five successive years.

Among many distinguished men who have lived and died at Beverly, was Captain Thomas Lothrop, who commanded the "Flower of Essex," a company of young men from this county, and who were, with their leader, almost wholly cut off by the Indians, at Bloody brook, in 1675.

From the elevated grounds in this town, much delightful scenery is presented. A part of the beautiful Wenham pond lies within the limits of the town.

The first church in Beverly was organized, and the Rev. John Hale ordained, on the 20th of September, 1667.

BILLERICA.

MIDDLESEX Co. This town is watered by the Concord and Shawshine rivers, and has a pleasant village, on high ground, near the centre. Its soil is good, and well improved. The Middlesex canal and the Boston and Lowell railroad pass through the easterly part of the town. Here are some

manufactures of woollen cloth, boots, leather, wooden-ware, straw bonnets, shaving and splitting knives, bed binding, soft soap, and spirits. Billerica lies eighteen miles north-west from Boston, seven south south-east from Lowell, and seven north-east by north from Concord.

Billerica Mills village is near the Lowell railroad, twenty-two miles from Boston.

This town was first settled about the year 1653, and was named from Billericay, a place in England. In 1663, the first church was gathered, and the Rev. Samuel Whiting ordained.

Captain Jonathan Danforth was one of the most active and enterprising settlers of Billerica. He was distinguished for his mathematical knowledge, usefulness, and piety. From his skill in surveying, he was frequently employed in locating new towns and settlements in the provinces of New Hampshire and Massachusetts. The plans of his surveys were very numerous, and many of them remain. He also left other manuscripts. A poem was written on his death, (in 1712,) of which the following is an extract:—

"He rode the circuit, chained great towns
and farms
To good behavior; and by well marked stations,
He fixed their bounds for many generations.
His art ne'er failed him, though the loadstone
failed,
When oft by mines and streams it was assailed;
All this is charming, but there's something
higher,
Gave him the lustre which we most admire."

BLACKSTONE.

See Mendon.

BLANDFORD.

HAMPDEN Co. This is a mountainous township, of good land for grazing. Branches of Westfield river rise in the town, and give it a good water power. Blandford was originally settled by a company from the north of

Ireland. The manufactures of the place consist of woollen cloth, paper, and leather. The agricultural products sent to market in 1836, amounted to twenty-two thousand three hundred and forty dollars. There were in the town, one thousand five hundred and thirty-five cows, and one thousand eight hundred and twenty-two merino sheep.

The Western railroad passes through Chester village, at the north part of the town. From Chester village to Boston is one hundred and nineteen miles, and to Springfield twenty-one miles, by the railroad.

The Rev. Mr. McClenathan, it is stated, was the first minister in Blandford, but the date of his settlement is not given.

BOLTON.

WORCESTER Co. The *Wattoquotlock* hills rise in Bolton, and divide the waters between Assabet and Nashua rivers. This town was formerly a part of Lancaster, and comprised most of the territory of Berlin. The town is now of good size, and contains much land of a superior quality. It has no large streams, but branches of the Assabet rise in the town, and the Nashua passes its northern border.

An abundance of good limestone is found in the town, and large quantities are prepared for market.

Bolton lies fifteen miles north-east from Worcester, and thirty-one west by north from Boston, by the old road.

From the pleasant village in the centre of the town, to the Acton depot of the Fitchburg railroad, twenty-five miles from Boston, is about eight miles. The village of Fryville lies about two miles south from the centre of the town.

The first minister in Bolton was the Rev. Thomas Goss. The church was formed, and he was ordained, in 1741. In this town and Berlin, are a number of wealthy farmers, attached to the society of Friends.

BOSTON.

SUFFOLK Co. The ancient city of Boston, the capital of Massachusetts, and of New England, and the birthplace of American freedom, is naturally divided into three sections—*Old Boston*, *South Boston*, and *East Boston*, situated at the western extremity of Massachusetts Bay.

The peninsula on which Old Boston is built, extends from Roxbury on the south, to Winnesimet ferry on the north, and is nearly surrounded by the waters of Boston harbor on the east, and Charles river on the north and west. Its length is nearly three miles, and its average breadth about one mile. It originally contained about seven hundred acres, but its territory has been so greatly extended, by filling up around its borders, that it is supposed to contain now about twelve hundred acres. Its surface is quite uneven. It has numerous eminences, rising from fifty to one hundred and ten feet above the sea, affording admirable sites for building, and giving to it a peculiarly romantic appearance. It is in north latitude $42^{\circ} 21' 23''$ and west longitude $71^{\circ} 4' 9''$.

Boston lies, by the old post-roads, one hundred and sixty-three miles south-south-west from Augusta, Maine; sixty-three south-south-east from Concord, New Hampshire; one hundred and sixty south-east by south from Montpelier, Vermont; one hundred and fifty-eight east, ($19'$ south,) from Albany, New York; forty north-north-east from Providence, Rhode Island; ninety-seven east-north-east from Hartford, Connecticut; two hundred and eleven north-east by east from New York, and four hundred and thirty-two miles north-east by east from Washington.

Its Indian name was *Shawmut*. It was called by the first settlers *Tramount*, *Tremont*, or *Trimountain*, from three hills nearly in its centre. It took its present name on the 7th of September, 1630, in honor of the Rev. John Cotton, second minister of the first church, who came from Boston in England. The original proprietor of this territory was Wm. Blackstone, who, soon after its settlement by Governor Winthrop and others, removed to Rhode Island. Boston was incorporated as a city, February 23, 1822.

SOUTH BOSTON was set off from Dorchester, by legislative enactment, March the 6th, 1804. It is bounded south by Dorchester bay, and spreads about two miles on the south side of the harbor, above the forts. It contains about six hundred acres, and is laid out into regular streets and squares. The surface of this part of Boston is exceedingly picturesque. In about the centre of this tract, and about two miles from the City Hall, the memorable "Dorchester Heights," famous in revolutionary history, rear their heads one hundred and thirty feet above the sea, from which is presented a splendid view of Boston, its harbor, and the surrounding country. It is connected with Old Boston by two bridges. The Old Colony railroad also connects this new part of Bos-

ton with the old, by a bridge. This part of Boston is rapidly increasing in population and wealth. Its present population is supposed to exceed eight thousand.

EAST BOSTON, until recently, had been called *Noddle's Island*. It lies about six hundred and sixty yards north-east from Old Boston, and about the same distance from Charlestown. It is divided from Chelsea by Chelsea creek, six hundred feet wide, over which is a bridge, and from which is an excellent road to the Salem turnpike. The eastern railroad, to Salem, Newburyport, &c., commences at East Boston. The island contains about six hundred and sixty acres of land, and a large body of flats. It was purchased by a company of enterprising gentlemen, in 1832. They were incorporated in March, 1833, and the first house was commenced in October of the same year. The present population is about five thousand. A steamboat ferry is established between this place and Old Boston, starting from each side every five minutes. The time occupied in crossing is about three minutes. A ferry is about being established between this island and Charlestown.

The surface of the island is pleasingly variegated, and affords delightful sites for dwelling-houses and gardens, at moderate prices. This place is well located for manufactories of various kinds; particularly for ship-building, and all those branches of mechanics connected with navigation.

BOSTON HARBOR.

This harbor extends across Light-house channel and Broad sound, from Point Alderton on Nantasket, to Point Shirley in Chelsea, a distance between the islands of about four miles. It is said to cover an area of seventy-five square miles, more than half of which is good anchorage ground for ships of the largest class. The whole British navy might moor in this harbor with ease, and ride in safety. This harbor is formed by the sea, and is entirely free from sand bars and running ice, which often obstruct the passage of vessels to harbors at the mouths of large rivers.

The most important part of this harbor is entered by a narrow pass, between two and three miles below the city and navy yard; and is well protected by two powerful forts—Independence and Warren. The outer harbor, below these forts, will shortly be protected by a very powerful fortress, now erecting on George's Island, at a great expense, by the government of the United States.

This harbor is easy of access, and never obstructed by ice, except that part of it near the city; nor is that part entirely frozen over oftener than twice or three times in the common age of man. Boston harbor contains many islands of great beauty, and is the reservoir of the Mystic, Charles, Neponset, Manatiquot, and other small rivers. Its borders are environed by the towns of Hull, Hingham, Weymouth, Braintree, Quincy, Dorchester, Roxbury, Brookline, Cambridge, Charlestown, and Chelsea; and the numerous small bays, coves, and inlets, indenting their shores, give great variety, and add much to the scenery of this delightful harbor.

POPULATION AND INCREASE.

Owing to the almost insular situation of Boston, and its limited extent, its population appears small. But it must be considered that the neighboring towns of Dorchester, Roxbury, Brookline, Brighton, Cambridge, Charlestown, Medford, Malden, and Chelsea, although not included in the city charter, are component parts of Boston, and are as much associated with it in all its commercial, manufacturing, literary, and social relations and feelings, as Greenwich, Manhattanville, and Harlem are with the city of New York; or Southwark, and the Northern Liberties with Philadelphia.

The population of Boston in 1700, was 7000—1722, 10,567—1765, 15,520—1790, 18,038—1800, 24,937—1810, 33,250—1820, 43,298—1830, 61,391—and in 1837, 80,325.

According to the census of 1840, and the increase of population from 1830 to 1840, Boston and its immediate vicinity contained a population in 1845 as follows:—

Population of the city in 1840, ...	<u>93,383</u>
Increase in five years, ...	<u>24,331—117,714</u>
Population in 1840, of nine towns, whose centre is within	
five miles of Boston, ...	<u>44,029</u>
Increase in five years, ...	<u>9,530—53,559</u>
	<u>171,273</u>
Population in 1840, of other towns, whose centre is within	
ten miles of Boston, ...	<u>34,491</u>
Increase in five years, ...	<u>5,705—40,196</u>
Total population of Boston and its vicinity in 1845, ...	<u>211,469</u>

The above calculations in relation to the population and growth of Boston were in type before the very valuable report by Mr. Shattuck on the census and statistics of Boston was published. It appears by his report, that the United States census contained material errors, which render the above statements incorrect. The population of 1840 was only 85,000, instead of 93,383. That of 1845 by actual enumeration was 114,366, showing an increase of 29,366,—34 per cent. nearly. The increase of the *seven* towns immediately adjoining Boston,—Dorchester, Roxbury, Brookline, Cambridge, Somerville, Charlestown and Chelsea,—is stated to have been 18,308 in five years. For further information, the reader is referred to Mr. Shattuck's important work

Rateable Polls in Boston.

1800, <u>4,538.</u>	1820, <u>7,810.</u>	1830, 13,096.	1840, 17,696.
1810, 7,754.	1825, 11,660.	1835, 16,188.	1845, 24,287.

This account of the rateable polls in Boston, does not agree with the decennial returns of the State, in consequence of those returns being made the years next succeeding.

It cannot be doubted that Boston has increased in population in a greater ratio, since the census of 1840, than in any other period of five years since its settlement.

By the report of the state valuation committee, dated January 5, 1841, there were in Boston, in 1840, eighteen thousand four hundred and seventy-five ratable polls. The aggregate amount of taxable property was one hundred and nine million three hundred and four thousand two hundred and nineteen dollars. In 1830, the aggregate amount of taxable property was eighty million dollars; ratable polls, fourteen thousand one hundred and twenty.

By the above report, there were in Boston, in 1840, eight thousand nine hundred and two dwelling-houses, one thousand three hundred and ninety-seven warehouses and stores, one thousand five hundred and seventy-four shops, and four hundred and thirty-eight barns. Total number of buildings in the year 1840, twelve thousand three hundred and eleven.

It is estimated that in 1841 and 1842, about twelve hundred buildings were erected in Boston; in 1843, there were between eleven and twelve hundred built, and in 1844, there were more than sixteen hundred erected; so that it is computed that on the 1st of January, 1845, there were between sixteen and seventeen thousand buildings in the city, of which about twelve thousand were dwelling-houses. It is supposed that the number of buildings to be erected in Boston in 1845, will exceed that of any previous year.

At the present time, Boston, South Boston, and East Boston, are supposed to comprise an area of about twenty-four hundred acres. The old part of the city is already too thickly covered with buildings, and South Cove, within its borders, has yielded its waters to busy streets, and handsome blocks of buildings. Those parts of South and East Boston, suitable for building lots, will soon be improved, and those sections of Chelsea, Charlestown, and Cambridge, within convenient reach of the city, are fast building up.

As Boston seems destined to expand itself into a great city, such parts of the small bays on either side of "The Neck," as are necessary for the purpose, must share the fate of South Cove; and the beautifully varied surface of Dorchester, Roxbury, and Brookline, offers an area for the extension of the city, of ample dimensions, and such as any people might feel proud to dwell in.

AVENUES AND STEAM INTERCOURSE.

The peninsular situation of Boston requires many artificial avenues to and from the surrounding country. The Neck, between Boston and Roxbury, was formerly the only passage to Boston, except by water. This neck was one mile and one hundred and seventeen feet in length, and so low that high tides swept across it. In the course of time, it has been raised to a proper level, paved, ornamented with trees, and nearly covered with buildings on each side; so that it now forms the widest and one of the most agreeable avenues to the city.

HARRISON AVENUE, on the eastern side of the neck, passes from Essex street, in Boston, to Roxbury. The principal part of this road was taken from the sea, and now forms a wide, and much travelled avenue.

The **TREMONT ROAD** extends from the centre of the city to Roxbury. This pleasant road passes on the western side of the neck, where the tide formerly rose and fell.

CHARLES RIVER BRIDGE, leading from Boston to Charlestown, was opened for travel on the 17th of June, 1786. It was incorporated March 9, 1785. This bridge is one thousand five hundred and three feet in length, forty-two in breadth, and cost fifty thousand dollars. Net revenue in 1834, nine thousand three hundred and eighty-three dollars. This bridge is state property—free.

WEST BOSTON BRIDGE, leading to Cambridge, was opened on the 23d of November, 1793. It was incorporated March 9, 1792. Length of the bridge, two thousand seven hundred and fifty-eight feet—abutment and causeway, three thousand four hundred and thirty-two—total length, six thousand one hundred and ninety feet. Cost, seventy-six thousand six hundred and sixty-seven dollars. Net revenue in 1834, twelve thousand nine hundred and twenty-eight dollars. This bridge becomes state property in 1879.

SOUTH BOSTON BRIDGE, leading from Boston Neck to South Boston, was incorporated March 6, 1804, and opened for travel in July, 1805. Length, one thousand five hundred and fifty feet—width forty. It cost the proprietors about fifty thousand dollars. It is now city property—free.

CANAL or CRAIGIE'S BRIDGE, from Boston to East Cambridge, was incorporated February 27, 1807, and opened for travel in August, 1809. Length, two thousand seven hundred and ninety-six feet, width forty. A lateral bridge extends from this to Prison Point, Charlestown. Length, one thousand eight hundred and twenty feet—width, thirty-five. Net receipts in 1834, three thousand one hundred and seventy-three dollars. This bridge will become state property in 1879.

The **WESTERN AVENUE**, leading from Beacon street to Sewell's Point, in Brookline, was incorporated June 14, 1814, and commenced in 1818. It was opened for travel, July 2, 1821. This avenue is a substantial dam across the west bay, about a mile and a half in length, and from sixty to one hundred feet in width. This dam encloses about six hundred acres of flats, over which the tide formerly flowed from seven to ten feet. A partition dam divides this enclosure, and forms, by the aid of flood and ebb gates, a full and receiving basin; thereby producing, at all times, a great hydraulic power. The cross dam also forms an excellent avenue from the main dam to Roxbury. Cost, about seven hundred thousand dollars. Net receipts in 1834, six thousand one hundred and thirty-three dollars. The proprietors of this avenue claim a perpetual franchise.

BOSTON FREE BRIDGE, from Sea street to South Boston. Incorporated, March 4, 1826—completed, 1828. Length, five hundred feet—width, thirty-eight. Built by proprietors of lands in the vicinity. City property.

WARREN BRIDGE, leading to Charlestown. Length, one thousand three hundred and ninety feet—width forty-four. Incorporated March 12, 1828, and opened on the December following. The net receipts of this bridge in 1834, were sixteen thousand four hundred and twenty-seven dollars. It is now state property, free.

EASTERN RAILROAD. The cars on this road leave East Boston for Salem, and Newburyport, Massachusetts; Portsmouth, New Hampshire; and Portland, Maine. The depot is on a wharf belonging to the company, in Old Boston, and passengers cross from thence in commodious steamboats, to the cars. This road will soon extend to Augusta, and other parts of Maine.

BOSTON AND MAINE RAILROAD. The depot of this railroad is at the foot of Union street, near Hay Market square. The cars cross Charles river between Warren bridge and the Boston and Lowell railroad viaduct, and pass through Andover and Haverhill, Massachusetts; Exeter and Dover, New Hampshire; and join the Eastern railroad at South Berwick, Maine.

BOSTON AND FITCHBURG RAILROAD. This road commences at the depot, near the Warren bridge, in Charlestown, and passes to Fitchburg in Massachusetts. The freight depot of this company is two hundred and fifty feet in length, by sixty in width. The passenger depot is two hundred and fifty by fifty-two feet. This road will be continued from Fitchburg, to some point on Connecticut river, and from thence to Rutland and Burlington in Vermont; and Montreal in Canada. This road is also destined to extend from Burlington, across Lake Champlain, and across the northern counties in the state of New York, to Ogdensburg, on the outlet of Lake Ontario.

BOSTON AND LOWELL RAILROAD. The cars on this road start from large passenger and merchandise depots, at the foot of Lowell street, at the northern part of the city, and cross Charles river, by a bridge, to East Cambridge. This road passes from Lowell to Nashua, Manchester, and Concord, New Hampshire, and will shortly be extended to Montreal, the capital of Canada, through the northern parts of New Hampshire and Vermont, and the eastern townships in Canada.

BOSTON AND PROVIDENCE RAILROAD. The proprietors of this railroad have their depots for passengers and freight at the foot of Boylston street, at the south-western part of the city. This road crosses the west bay to Roxbury, and is on a continued line of railroads and steamboats from Maine to New Orleans. The most important branch of this road in Massachusetts, is that from Mansfield, twenty-four miles from Boston, which passes to Taunton,

Fall River, and New Bedford. From New Bedford, you go by steamboats, to Martha's Vineyard and Nantucket.

WESTERN RAILROAD. The passenger and merchandise depots of this great road is at South Cove, at the foot of Lincoln street. It passes *under* Harrison avenue and Washington street, and over the west bay, to Brookline. This is a continued line of railroads through Worcester, Springfield, and Pittsfield, in Massachusetts; and Albany, Utica, and Rochester, to Buffalo, on Lake Erie in the state of New York. There are two important branches to this railroad. At Worcester, it branches off to Norwich, Connecticut; from thence you may go to New York by steamboat, or the Long Island railroad.

From Springfield, there is a branch to Hartford and New Haven, Connecticut; from thence you may go to New York by steamboats, or the railroad, now in progress, to meet the Harlem Road, in Westchester, New York.

The merchandise depot of this railroad, is perhaps the largest in the country. It is one hundred and twenty feet wide, and four hundred and fifty-three feet ten inches long on one side, and four hundred and eighty-one feet on the other. The roof is a single arch, of one hundred and twenty feet span, resting wholly on the walls, and without a pillar to support it. The walls are of brick, twenty inches in thickness, eighteen feet high, and where the rafters rest upon them, that thickness is doubled. The whole area included within these walls, is one room, unbroken by even a single pillar, partition, or anything else, but piles of merchandise. The floor contains just fifty-one thousand six hundred square feet, or very nearly an acre and one third.

THE OLD COLONY RAILROAD, crossing from South Cove to South Boston, leads to Quincy, Abington, and Plymouth; from which a branch will pass from Braintree, through Bridgewater, to Fall River, on Narraganset bay.

The above avenues to the city are lighted with lamps, when necessary, and make a beautiful appearance.

Besides the steamboat ferry which plies between Old and East Boston every five minutes, the *Winnisemet Ferry*, with a good line of steamers, passes every half hour between Boston and Chelsea. The distance across the latter is one mile and three-eighths. This ferry was established as early as 1631.

There are regular lines of steamboats from Boston to Portland, Bath, Gardiner, Hallowell, Augusta, Thomaston, Belfast, Bangor, and Eastport, in Me.; to St. John, N. B.; Halifax, N. S.; and Liverpool, England.

Stages leave the city daily for country places, in all directions, and omnibusses visit many of the adjoining towns every hour in the day.

BOSTON COMMON.

This is considered as one of the most delightful promenades in the world. It comprises about seventy-five acres of land, of variegated surface, including

the lands on the west side of Charles street. These grounds are beautifully shaded by trees of various kinds, particularly in the malls or walks which surround the enclosure. Some of these trees were planted more than a hundred years ago. The malls are wide, bevelled, gravelled, and smooth; and the waters of Charles river, and the romantic scenery beyond it, are in prospect.

This public walk is enclosed by an iron fence, five thousand nine hundred and thirty feet, or one mile and two hundred and seventeen yards, in length, on the outside of which are wide streets and beautiful buildings. This plot of ground is so held by the city, that it can never be appropriated to any other than its present healthful and pleasing purposes.

The number of trees on these lands is upwards of one thousand; they consist of the English and American elm, the maple, ash, lime, hornbeam, button-wood, &c., with a solitary *Jingo*, a native of Java. Much the larger proportion is the beautiful native elm.

Near the centre of this delightful spot, is a beautiful little pond, whose waters are derived from living springs within its own bosom; and near to that, stands a majestic native elm, whose height is sixty-five feet, and whose branches spread eighty-six feet. Its girth, two and a half feet from the ground, is twenty-one feet and eight inches. Although this noble tree has withstood the blasts of more than a hundred winters, its body is sound, and its branches appear as hale and beautiful as ever.

PUBLIC BUILDINGS.

Some of those of the most prominent character only can be mentioned.

THE OLD STATE HOUSE, on State and Washington streets, is one hundred and ten feet in length, thirty-eight in breadth, and three stories high. Two buildings on this spot have been destroyed by fire. The first was built in 1659, the second in 1714, and the present in 1748. Until the erection of the present State House, this building had ever been used for governmental purposes, both colonial and state. More recently it was used for the purposes of a city hall, post-office, reading-room, &c. It is now employed for offices and stores.

FANEUIL HALL, or the "Cradle of Liberty," in Dock square, is three stories high, one hundred feet by eighty, and was the gift of Peter Faneuil, Esq., to the town, in 1742. The building was enlarged in 1805, and until the new market was built, the lower part of it was used for meat stalls. It is now improved for stores. The *hall* is seventy-six feet square, twenty-eight feet high, and has deep galleries on three sides. About five thousand five hundred persons can stand within its walls. It is adorned with superb paintings of patriots, warriors, and statesmen. The third story is improved for armories.

STATE HOUSE. This building is on an open square, on Beacon street, fronting the malls and common. Its foundation is one hundred and ten feet

above the level of the sea. It was commenced in 1795, and completed and occupied in 1798. Cost, one hundred and thirty-three thousand three hundred and thirty-three dollars. Length, one hundred and seventy-three feet—breadth, sixty-one.

On the area of the lower hall, stands the beautiful *Statue of Washington*, by Chantry.

From the top of the dome on this building, fifty-two feet in diameter, and two hundred and thirty feet above the level of the harbor, the whole city appears beneath, with all its *crooked streets*, its extended avenues, its splendid buildings, and the malls and common, crossed with romantic walks, and shaded by centurian elms. On the north and west, the county of Middlesex presents its numerous villas, and a rich array of agricultural taste and beauty. Here are viewed the hallowed halls of Harvard, and the sacred field of Bunker. On the south, the county of Norfolk appears, with its granite hills, and luxuriant vales, checkered with a thousand farm-houses, cottages, and splendid mansions. On the east, the city, with its lofty spires, the harbor and the ocean, all conspire to render this the most enchanting scene west of the Bay of Naples.

An intelligent traveller from the beautiful "Monumental City," thus speaks of his visit to "the top of the State-House":—

"On the east lays the ocean, glancing in the sunbeams like a silver sea, and the beautiful harbor of Boston, studded with islands, and relieved here and there by the white walls of fortifications upon them; far in the north-east, at a distance of nine or ten miles, can be distinctly seen the spires and the neat dwellings of the town of Lynn; on the north, is Charlestown, with its sacred hill and column, the grave-stone of patriots; on the west, within an amphitheatre of hills, are Cambridge and the adjacent towns; and on the south appear Roxbury, Dorchester, and South Boston, with its public buildings, and its memorable heights; the whole forming a picture, the effect of which is in the highest degree pleasing, but which it passes my power to describe. The view of the city alone, as it lies at the feet of the spectator, is well worth the toil of the ascent, but when to this is added a view of the ocean, and the lovely and picturesque country enclosed within a circle of from fifty to seventy miles in circumference, the traveller thanks his stars that have led him to such a glorious spot, and sets down the day when he ascended the top of the state-house in Boston, as one of the bright days of his life.

"If he has a soul, or the least sympathy for the beautiful in nature, it must be strongly moved. I can only say that I am perfectly willing to leave the decision of the matter with any one who will take the trouble to reach the spot, being well convinced that they will leave it with as strong feelings of enthusiasm and admiration as I did.

"The great number of visitors shows that the beauty of the prospect is already appreciated, and in my opinion, the time will come, when Boston

state-house will be celebrated even in other countries, for the grand view which may be obtained from its summit."

CITY HALL. This building is well located on an open plot of ground, in Court square, between Court and School streets. It was built in 1810, and was improved as a court-house, until a new and more commodious edifice was erected for that purpose.

It is built of granite, and consists of an octagon centre, fifty-five feet wide, with two wings, twenty-six by forty feet, connected by the entrance and passages to the centre. The length of the whole building is one hundred and forty feet.

This building was thoroughly repaired in 1840, and rooms prepared and furnished for all the important departments and offices of the city government, and became thus improved in March, the following year. A *fire-proof* building, for the preservation of public documents, has been erected in its rear, and its front, on School street, decorated with walks and shrubbery.

COURT HOUSE. The corner-stone of this building, in Court square, between Court and School streets, for the accommodation of all the courts of law for the county, city, and the United States, offices of record, &c., was laid September 28, 1833. It is of cut, or hewn granite, from the Quincy quarry. Its length is one hundred and seventy-five feet ten inches—width, fifty-three feet ten inches, and height fifty-seven feet three inches. A portico, of nearly the same model of the Doric portico at Athens, adorns its north and south fronts. There are four columns of fluted granite at each of these porticoes, measuring twenty-five feet four inches in length, and four feet five inches in diameter. They weigh twenty-five tons each. The interior contains four court rooms, fifty feet by forty, and large and commodious offices for all the respective departments.

FANEUIL HALL MARKET. The corner-stone of this superb granite building, was laid on the 27th of April, 1825, and completed in 1827. It cost one hundred and fifty thousand dollars, exclusive of the land. It extends east of Faneuil hall, on Dock square, five hundred and thirty-six feet, and is fifty feet in width. The centre part of the building, seventy-four by fifty-five, projects two or three feet on the north and south, and rises seventy-seven feet from the ground, to a beautiful dome. The wings are thirty-one feet in height, and two stories high. The lower floor is exclusively appropriated as a meat, fish, and vegetable market. The upper story is one vast hall, arranged to be divided into compartments for ware-rooms, and large sales. On the sides of this building are *North Market street*, sixty-five, and *South Market street*, one hundred and two feet in width, on each side of which is a range of spacious warehouses, with granite fronts. On the east, across Commercial street, is a commodious wharf, belonging to the city. The hall, in the centre of the building, is called *Quincy Hall*, in honor of JOSIAH QUINCY.

LL. D.; the late indefatigable mayor of the city, and late president of Harvard University.

BOYLSTON MARKET AND HALL. This building was erected in 1810, and named in honor of Ward N. Boylston, Esq. It is situated at the corner of Washington and Boylston streets. It is a hundred and twenty feet long, and fifty feet wide; three stories in height, with a deep cellar. The land and building cost about sixty thousand dollars. The lower floor of the building is occupied for market stalls.

Boylston Hall, in the third story of this building, is one hundred feet in length, and forty-eight in breadth; with an arched ceiling, twenty-four feet in height. It contains a large orchestra, and a handsome organ; and is well calculated for large assemblies for religious worship, or musical entertainments. This hall will accommodate about one thousand persons.

MERCHANTS' EXCHANGE. This magnificent structure, which has been looked upon with so much interest and satisfaction, by all Bostonians, was completed in the fall of 1842. Great credit is deservedly due to Mr. Rogers, the architect and contractor, for his chaste designs, classic and elegant taste, and for the manner in which he forwarded the work; and lastly, and chiefly, to the good sense and sound judgment of an intelligent board of directors, and all others interested, for the manner in which the original plans have been carried fully out, in all their ramifications and intricate detail.

The corner-stone of this great work, was laid with appropriate ceremony, by that prince of merchants, the venerable Thomas H. Perkins, on the 2d day of August, 1841. Every part of the work is executed in the most thorough manner, of material of the most durable granite and brick; not a cask of lime, except in the plastering, has been used, all the work being laid in hydraulic cement.

To give those of our readers at a distance, some little idea of its magnitude, we will state, that its front, on State street, is seventy-six feet; its height seventy feet; its depth, to Lindall street, two hundred and fifty feet, covering thirteen thousand feet of land. The front is entirely of Quincy granite, with four pilasters, and two antes, being forty-five feet in height, weighing on the average, fifty-five tons each. Upwards of one million six hundred thousand bricks have been used, and all laid previous to the 1st of January, 1842. The roof is constructed of wrought iron, and covered with galvanized sheet iron; and all the principal stair-cases are of stone and iron, and of course, fire-proof.

The front is occupied by banks, insurance offices, and places of business; the rear as a public house; the basement is occupied by bath rooms, and the top as a telegraph station.

The great centre hall is for the merchants' exchange, and subscribers' reading-room, and a truly magnificent room it is. Its dimensions, fifty-eight by eighty feet, having eighteen columns, twenty feet in length, in imitation

of Sienna marble, with Corinthian capitals. The most finished and highly ornamented work in the structure, is the enamelled sky-light of colored glass, in the central portion of the dome of the great hall; and a more splendid crown to the noble edifice cannot be imagined, for it seems to be composed of every brilliant that the richest fancy could conceive, even if unlimited wealth had been at command to obtain them.

The centre of the basement story is occupied by the Boston post-office, and is thirty-six by ninety-nine feet. It has entrances from State, Congress, and Lindall streets, through a spacious lobby of twenty by eighty feet. This story has a vaulted ceiling, which supports the principal floor, and is entirely fire-proof, the windows of said office being provided with wrought iron shutters, of superior construction. The total cost of the building, exclusive of land, was one hundred and seventy-five thousand dollars.

CUSTOM-HOUSE. The new custom-house is situated at the head of the dock between Long and Central wharfs, fronting east on said dock, and a continuation of Commercial street, and west on India street, which is its principal front. It is in the form of a cross; the extreme length one hundred and forty feet, extreme breadth ninety-five feet; the longest arms of the cross are seventy-five feet wide, and the shortest sixty-seven feet. The opposite fronts and ends are alike. It is founded on piles, driven in the most effective manner, upon which is laid a continuous platform of granite, eighteen inches in thickness, laid in cement mortar. The cellar, under the whole building, about twelve feet deep, is made perfectly dry, is well lighted by sky-lights in the side-walk, and is intended for the storage of goods.

The basement story, about thirteen feet in height, is principally for the receipt, storage, and examination by the appraisers, of goods and merchandise.

There are in the building one or two rooms for offices, and also apartments for the family of the messenger, who is expected to live in the building, and take care of it.

The entrance story, next above this, is approached on both fronts by a flight of fourteen steps, and through a portico of six fluted granite columns, of the Grecian Doric order, five feet four inches in diameter, and thirty-two feet in height, each in one piece, and wrought in the most perfect manner. From the porticoes, the entrance is through three doors on each side, into the grand vestibule, which is in the form of a cross, and constructed of granite; it is so arranged as to produce the greatest possible effect, with the height allowed. Opening from this on the south, are the appraiser's examination room, the square yard measurer's room, and the invoice clerk's room. On the north, are rooms for the inspectors, the coal and salt measurers, the weighers and gaugers, the provers of spirits, and a large iron vault for the use of the sub-treasury. From the vestibule, the ascent to the principal story is by two flights of stairs, seven feet wide, of easy rise, landing in two vestibules in that story, and which communicate with all the rooms therein. In

the centre, is the general business room, sixty-five by sixty-eight feet, and sixty feet high. In the north end are rooms for the collector, the naval officer, the surveyor, and their clerks; in the south end are rooms for the appraisers, the public store-keeper, and their clerks. In this story is most of the business of the department to be transacted; it is well lighted, and the finish is to be in keeping with its importance and the rest of the building. Above this, is another story, to which access is had by private stair-ways, and which is to be used for the deposit of the papers of the department. The building was commenced in 1838, and will probably be finished in 1846.

The style of the building is the Grecian Doric, in its purity, adopted and managed to conform to its wants and use; and while the architect has not trammelled himself with the Grecian temple style of building, he has produced a design that is emphatically Grecian in all its parts. It is constructed entirely fire-proof, and the workmanship in every part is of the very best kind. When completed, it will cost, including the site and foundation, not far from a million of dollars. It was designed by A. B. Young, Esq., the architect, who has had the superintendence of its erection from its commencement.

MELODRON. In the year 1836, the site formerly known as the Lion tavern, in Washington street, was purchased, and on it was erected a spacious building called the Lion Theatre.

In the year 1839, the building was leased to the Handel and Haydn society, for a term of years, and took its present name. The house is one hundred and ten feet long, fifty-five feet wide, and thirty-five feet high. It will seat one thousand six hundred and fifty persons.

MASONIC TEMPLE. The corner-stone of this beautiful building was laid October 14, 1830, and dedicated May 30, 1832. It is located on Tremont street, at the corner of Temple place. It is eighty and a half feet in length, sixty feet in width, and its walls are fifty-two feet in height.

The building contains three stories, and an attic, which are very commodiously fitted up for lecture and school-rooms; a masonic hall, and a chapel, sixty-five by fifty-five feet, capable of seating nine hundred persons. The walls of this building are of rubble stone, with a basement of fine hammered granite. Its towers rise ninety-five feet from the ground.

NATIONAL THEATRE. In the year 1832, a building was constructed, at the junction of Portland and Traverse streets, for equestrian entertainments. It soon was converted into a place for dramatic performances, and was called the *Warren Theatre*. In 1836, Mr. William Pelby, the proprietor, purchased more land, and built the present handsome edifice, one hundred and twenty feet long, and seventy-five feet wide, exclusive of the saloons, &c., and which will accommodate seventeen hundred persons with seats.

BOSTON THEATRE. This building is on Federal and Franklin streets, and was improved as a theatre from 1794 to 1834. The building first erected was

burnt, Feb. 2, 1798, and rebuilt the same year. It is one hundred and fifty feet in length, and sixty-one in width.

In 1834, the *Boston Academy of Music* took a lease of the building for a term of years, and fitted it up with much taste, for the objects of the society. It was called "the Odeon," from the name of a temple in Athens, appropriated to musical and other popular assemblies. The Odeon became a place of religious worship, and was a favorite resort with the Bostonians to listen to musical and other literary and scientific performances.

In 1846 this building was leased to Oliver C. Wyman, Esq., for the term of seven years. Mr. Wyman repaired and remodelled the building, and reopened it as a theatre, on the 24th of August, 1846.

This theatre is disconnected with other buildings, and is otherwise very safe from fire. It will conveniently seat three thousand persons, and is one of the most beautiful theatres in the country.

HOWARD ATHENEUM. This building is on Howard street, on the site where the "Miller Tabernacle" formerly stood. The house is one hundred and ten feet in length, seventy-six in width, and contains a number of commodious halls, besides that appropriated for musical and theatrical entertainments, and which will comfortably seat two thousand persons.

The building is on a new plan, secure from fire, and is a fine specimen of the architectural taste and skill of Isaiah Rogers, Esq.

TREMONT TEMPLE. This house was built and opened for theatrical performances September 24, 1837. It cost the proprietors about one hundred and twenty thousand dollars.

In 1839, the building was sold to the *Tremont Street Baptist Church*, for fifty-five thousand dollars. The total cost of the building to the church, including repairs, and putting it into its present condition, amounts to about seventy-nine thousand dollars.

This property, when paid for, either from donation or income, is to be entirely under the control of the church, and the seats in the large hall are to be always free on the Sabbath.

After discharging the debts now against the property, the entire net income is to be appropriated to foreign, domestic, or city missions, or for other free-seat churches, and the poor of the church and of the city; one half being restricted to objects in the city. And the whole is restricted from the ordinary expenses of supporting the preaching of the gospel, (that being left to the church to provide in some other way,) excepting repairs of the building, taxes, insurance, lighting, warming, and salary of the superintendent, which may be taken from the income.

The house is one hundred and forty feet in length, ninety-seven feet in width, and its walls are seventy-five feet in height. It contains five halls for popular assemblies, four stores in front, and thirty-four other rooms for schools and other purposes. The building was dedicated to the worship of God, on the 7th of December, 1843. The large hall, or chapel, will contain two thousand four hundred persons seated, or three thousand, including the

aisles. The net annual income of the building, exclusive of the use of the large chapel on Lord's days, is about eight thousand dollars. It is a beautiful granite building, and finely located for its present purposes.

COLISEUM. This edifice, erected in 1840, by Joseph Jenkins, Esq., the proprietor, has its principal front on Tremont street, and laterally on Bromfield street and Montgomery place. Its dimensions are fifty-five by one hundred and twenty-four feet; the height of the principal walls in front, is about fifty feet. The whole superstructure rests upon a sub-basement, which rises about three feet above the sidewalk, on Tremont street, and some eight or nine feet in the rear, according to the descent of the ground. This story contains a large hall, handsomely finished, with Doric columns; it is entered from Tremont and Bromfield streets, and though partly below ground, is light, airy, and pleasant, and well adapted to a school, refectory, or various other purposes. The principal basement rises about fifteen feet, is constructed in front with massive piers in granite, upon which lies a broad piazza of the same material, showing on its fronts an ample and substantial architrave. This piazza supports a full Corinthian portico, which rises to the top of the walls, having columns upon granite plinths, over the piers below, with antes in brick, upon the wall behind. These antes at the corners are crowned with beautiful antique caps, of a recent example from *Herculaneum*. The two lateral sides are also ornamented above the basement with antes or pilasters, and entablature in brick, corresponding in height to the portico in front; thus giving to the entire structure, externally, the arrangement and finish of the temple style. The first story consists, internally, of two spacious stores in front, two offices in the rear of them, and a large chapel, which will seat from seven hundred to one thousand persons; a broad entrance way in the centre, leading to the chapel, and the several apartments on either side, from which also is the grand staircase leading to the spacious hall above. This hall is occupied by the "Boston Museum."

It is arranged and finished appropriately, and especially for that purpose, and is under a long lease to the proprietor of that establishment. This hall is constructed with galleries on three sides, supported by sixteen square pillars, from which rise the plain Doric columns, supporting the floor above. This hall is about twenty-four feet high; its general style is simple and chaste; the ceiling finished to represent the framework of the upper flooring, gives it the appearance of strength and fitness. Above this hall, is another of the same dimensions, with a vaulted and indented ceiling. This hall, called the picture gallery, is also occupied by the Boston Museum, and is connected with the hall below, for the same and kindred objects.

Being designed for exhibitions, the floor is raised to an inclined plane, and will seat, with its gallery, ten or twelve hundred persons. A fine observatory, constructed above the roof, is reached from the gallery of this hall; it affords a view of Boston and the surrounding country, rarely to be met with.

THE OLD CUSTOM-HOUSE stands on the north side of Custom-house street, near the head of Central wharf. It is sixty feet square, and two stories in height, exclusive of the basement, which is divided by brick walls and brick arches, supporting the different passages above. The lower part of the front is built of stone, and the upper part of brick, with a colonnade sixty feet long, and ten feet wide, supported by ten stone columns, of the Doric order, fourteen feet in length. The floor is paved with stone, and a broad flight of stone steps, with iron railings, leads to the several offices. It is finished with a stone frieze and cornice, and the windows ornamented with marble dressings. The front is crowned by a pediment, on the top of which is a spread eagle. The basement and first story is calculated for the storing of goods, and contains a number of compartments, occupied by the house-keeper and some of the under-officers. The upper story contains six rooms, twenty feet high, in which the business of the office is transacted. The building is remarkably well contrived for the convenience of business, and exhibits a chaste and elegant specimen of architecture. It cost about thirty thousand dollars.

There are a number of halls in the city appropriated for public meetings of various kinds—among them are

AMORY HALL, on the corner of Washington and West streets.

CHAUNCEY HALL, in Chauncy place.

CONCERT HALL, on the corner of Court and Hanover streets.

CONGRESS HALL, on the corner of Congress and Milk streets.

CORINTHIAN HALL, on the corner of Milk and Federal streets.

LYCEUM HALL, on Hanover street.

PANTHEON HALL, on Washington street, near Boylston market.

WASHINGTON HALL, on Washington street.

WORCESTER RAILROAD HALL, over the passenger depot.

Among the best specimens of architecture in Boston, are Trinity Church, in Summer street; St. Paul's Church, and the Masonic Temple, on Tremont street; the Merchants' and Suffolk Banks, on State street; the Custom-House, and the Merchants' Exchange; the *Second Church*, on Hanover street; the steeples of Park street and Federal street churches; and the new Catholic Church, at South Boston.

A great number of new and elegant buildings are about being erected in the city; among which are several churches, a large hotel, and spacious structures for the accommodation of the Athenæum, and Massachusetts Mechanics' Charitable Association. From the known science and taste of the individuals composing the members of these societies, the Bostonians have a right to expect a great addition to the architectural ornaments of their city.

COMMERCE.

The citizens of Boston have ever sustained a high rank for their commercial enterprise: After whitening every sea with their canvass, and extending

their commerce with all nations of the globe, they are now looking *westward* and *northward*, and constructing new and artificial channels, to enable them not only to compete with other Atlantic cities, for the already immense commerce of the western world, but to intercept it on its passage down the St. Lawrence.

The numerous railroads which connect Boston with the heart of our extensive country, and which are penetrating its remote boundaries in every direction; the line of steamers connecting Boston with Liverpool, already so highly successful; the numerous and extensive manufactories which occupy almost every stream in New England, and owned in, or are tributary to this metropolis, with the great and increasing wealth of the citizens, are all rapidly tending to make Boston a commercial city of the first magnitude. While other cities have been stationary, or retrograding, Boston has been steadily increasing in her commerce, as will be seen by the following statement of the number of arrivals at Boston, for ten successive years:—

	Foreign.	Coastwise.		Foreign.	Coastwise.
1835	1302	3897	1840	1648	4336
1836	1452	3944	1841	1791	4446
1837	1591	4000	1842	1737	3862
1838	1313	4018	1843	1716	4702
1839	1553	4251	1844	2174	5009

The coasters above named include only packets and vessels of a larger class. A large number of fishing vessels, wood coasters, &c., amounting to some thousands annually, arrive, in addition to the above; so that it may confidently be stated that not less than twelve thousand vessels enter the harbor of Boston every year.

Boston, for the last three or four years has, without doubt, been the most flourishing Atlantic city in the United States. In commerce, she has been gaining rapidly on her great rival, New York, as will be seen by the following statement. In the arrivals from foreign ports, New York exceeded Boston in 1839, 606 vessels; 1840, 325; 1841, 327; 1842, 223; 1843, 116; and in 1844, only 34 vessels.

In 1821, there arrived at Boston, from

Foreign ports, vessels,	853
Coastwise ports, vessels,	2013
Barrels of flour imported,	259,030
Bushels of corn imported,	641,680
Bales of cotton imported,	17,126
Hogsheads of molasses imported,	44,570

Although the number of vessels entered in 1844, has but little more than doubled over that of 1821, yet the amount of tonnage has more than quadrupled. Where small schooners and sloops were employed in 1821, large ships and brigs have now taken their place, and the capacity of a modern built vessel, of the same tonnage, is much greater than that of vessels twenty years ago.

That some idea may be formed of the immense quantity of produce imported into Boston, we will name a few of the principal articles :—

Years.	Bales cotton.	Hdds. molasses.	Bbls. flour.	Bushels corn.
1835	80,709	69,585	408,516	918,115
1836	82,885	62,235	418,597	1,672,251
1837	82,684	65,660	423,246	1,725,436
1838	96,636	72,267	379,704	1,574,038
1839	94,361	79,546	451,667	1,607,492
1840	136,357	79,333	483,600	1,834,861
1841	131,860	73,991	574,233	2,044,129
1842	119,670	63,675	609,460	1,835,193
1843	151,090	61,774	610,964	1,540,306
1844	175,529	77,426	686,586	1,960,663

It will be perceived by the following list of exports to foreign ports, that nearly all the cotton, and about five sixths of the flour, that arrive at Boston, are for domestic consumption and manufacture; and this proves what has often been asserted, that Massachusetts is a better customer to the south than any foreign market in the world.

Exports in	Barrels of flour.	Bales of cotton.	Barrels of flour.	Bales of cotton.
1839	75,758	940	1842	75,939
1840	110,556	2874	1843	94,675
1841	99,087	3948	1844	107,862
				2062
				1876
				6000

The exports of domestic cotton goods to foreign markets, is becoming of value to the trade of Boston, as will be seen by the following table :—

Value of domestics exported in 1842,	. . .	\$1,024,602
“ “ “ 1843,	. . .	1,364,982
“ “ “ 1844,	. . .	1,234,458

The ICE TRADE has become an important item in the commerce of Boston. Vast quantities of that *staple* commodity of New England, are annually exported from the port of Boston and Charlestown, to almost all the southern portions of the globe. See *Charlestown*.

Of the East India trade, carried on from the United States, Boston has more than one half; and of the Russia trade, three quarters. She has also an extensive trade with the Mediterranean, West Indies, and in fact, with every part of the commercial world.

SUCCESSION OF COLLECTORS AT THE PORT OF BOSTON AND CHARLESTOWN.

Benjamin Lincoln from the adoption of the Constitution to January 16, 1808.
 Henry Dearborn to July 23, 1812. H. A. S. Dearborn, to April 14, 1829
 David Henshaw, to January 20, 1838. George Bancroft, to March 31, 1841
 Levi Lincoln, to September 1, 1843. Robert Rantoul, jr., to July 1, 844
 Lemuel Williams, to May 1, 1845. Marcus Morton.

COMMERCIAL ACCOMMODATIONS.

There is probably no place in the world better accommodated for commercial operations than Boston. The whole length of the harbor on the east and north is lined with about two hundred docks and wharves.

INDIA WHARF, at the foot of Fort Hill, was constructed in 1805. It extends into the harbor nine hundred and eighty feet, and is two hundred and forty six to two hundred and eighty feet in width. In the centre, is a range of thirty-nine stores, twenty-two by eighty feet, and four stories in height.

CENTRAL WHARF, between India and Long wharves, was built in 1816. In the centre, are fifty-four warehouses, twenty-three by fifty feet, four stories high. It is one thousand three hundred and seventy-nine feet in length, and one hundred and fifty feet in width.

LONG WHARF, at the foot of State street, was commenced in 1710. This wharf extends into the harbor one thousand eight hundred feet, is two hundred feet in width, and has seventy-six spacious warehouses. About the centre of this wharf, is a well of fresh water, ninety feet in depth.

GRANITE OR COMMERCIAL WHARF. Passing the City wharf on the north, we come to Granite or Commercial wharf, one thousand one hundred feet in length, and one hundred and sixty in width. On the centre of this wharf, is a range of thirty-four granite warehouses, twenty-five by sixty feet, and are unequalled by anything of the kind in the United States, for convenience or grandeur. Cost, five hundred thousand dollars.

LEWIS' WHARF lies north of Commercial wharf, and extends from Commercial street to the Channel. In the centre of this large and commodious wharf, is a noble block, of twenty granite warehouses, some of which are thirty-seven by eighty feet, and four stories in height. This wharf covers the whole ground of what has been long and familiarly known as "Hancock's wharf."

This wharf, and block of stores, was commenced in 1836, and completed in 1839. On the end of this wharf is an observatory, commanding an extensive prospect. The cost of this concern was six hundred thousand dollars.

EASTERN RAILROAD WHARF. On the north side of Lewis' wharf, stands the depot of the eastern railroad company, on their wharf, of recent construction. This wharf, extending one hundred and eighty-four feet on Commercial street, is four hundred and forty-two feet long, and one hundred and eighty-four feet wide. On this wharf are also twenty-eight large stores, the depot of the East Boston ferry, and a new and large building, called the Exchange Hotel.

UNION WHARF. This is the most northern wharf in Old Boston we shall mention, although there are many large and convenient wharves on Charles river, and at the southerly part of the city.

Union wharf extends two hundred and ninety feet on Commercial street; it is six hundred and forty feet in length, and one hundred and eighty feet in width. It has thirteen large ware-houses upon it, and others are erecting. This wharf has twenty-two feet of water, at the lowest tides.

THE MARINE RAILWAYS, established in 1826, at the north part of Old Boston, afford great accommodations to those engaged in navigation.

On the west, and in front of this tier of wharves, which run into the harbor nearly parallel to each other, are India and Commercial streets, having the east end of Faneuil hall market nearly in the centre. These streets are wide; they serve as wharves, and their west sides are covered with large and convenient stores. It is contemplated to extend India street on the south, to the free bridge, on Sea street. Commercial street already extends to Charles river bridge.

Besides the "Boston wharf," and other wharves which are built, and occupying the margin of South Boston, we find at East Boston, extensive accommodations for repairing ships of the largest class; large depots for the railroads and steamers; and among the numerous wharves, one that covers an area of eight acres. The whole extent of wharves and docks now occupying the margins of the shores within the harbor of Boston, exclusive of those in Charlestown, exceeds five miles.

MANUFACTURES.

Although Boston has never been considered a manufacturing city, yet, since the general peace in Europe, in 1815, its manufacturing interests have considerably increased.

From Mr. Shattuck's valuable work on Boston we copy abstracts from the amounts of the domestic industry of that city at three several periods: those of 1837 and 1845 were made by the authority of the state, and that of 1840 by the United States.

	1837.	1840.	1845.
Capital invested, ...	\$ 5,830,572	\$2,442,309	\$4,330,600
Males employed, ...	6,320	2,289	5,260
Females employed, ...	4,450		970
Value of the product, ...	11,070,576	4,016,573	10,648,153

Mr. Shattuck says: "If anything were needed to show the imperfection of the statistics, collected in connection with the census of 1840, this statement would seem to be sufficient. By comparing the abstracts of 1837 and 1845, some difference will appear—some important branches of industry were omitted in both periods. And among others, periodical works, printing presses, books, and clothing, which are among the most important branches of manufacture in the city, appear not to have been noticed at all in 1845."

The following is a list of the articles reported by the assessors as having been manufactured in Boston, in the year ending April 1, 1845.

Balances,	Gas,	Salazatus,
Beer,	Gold Leaf, &c.,	Saddlery and Trunks,
Blank Books,	Gold and Silver Ware,	Soap and Candles,
Blocks and Pumps,	Hats and Caps,	Spirits,
Boots and Shoes,	Jewelry,	Spirits of Turpentine,
Bread,	Lamps,	Steam Pipes,
Brushes,	Lard Oil,	Sugar, (refined,)
Building Stone,	Lead Pipe,	Tin Wares,
Camphor, (refined,)	Leather,	Tobacco,
Chairs and Cabinet Ware,	Linseed Oil,	Types,
Copper Ware,	Looking Glasses, &c.,	Umbrellas,
Cordage,	Marble,	Upholstery,
Carriages,	Organs,	Varnish,
Fringes, &c.,	Paper Hangings,	Vessels,
Furs,	Piano Fortes, (1,891,)	White Lead.

There were also manufactures in Boston of philosophical, meteorological, mathematical, magnetical, optical, and musical instruments; fire engines, cutlery, chemical preparations, globes, books, confectionary, and a great variety of other articles.

In this statement of the statistics of the domestic industry of Boston, no account is given of the manufacture of books, clothing, confectionary, &c., which is very considerable. The assessors report, as belonging to Boston, two vessels engaged in the whaling business, and thirty-seven vessels employed in the cod and mackerel fisheries.

The editor here takes the liberty to say, that he has not examined the *statistical tables*, accompanying the census of 1840, to ascertain the value or amount of the manufactures of Boston, or of any other part of the country; and he begs his readers to be assured that those tables are neither consulted nor referred to by him; and that no item of their contents is copied into this work; conscious as he is that the weight of his own imperfections and errors is as great as he ought to bear, or the public to suffer.

With regard to the census itself, he is compelled to copy it, having no other data; but as the counting of noses is so simple a matter, he is inclined to believe that the gentlemen who performed the operation, have guessed the *number* with more accuracy than they did the *color*.

HOTELS.

TREMONT HOUSE. This superb hotel, on Tremont and Beacon streets, was commenced on the 4th of July, 1828, and completed 16th of October, 1829. Its granite front, on Tremont street, is one hundred and sixty feet, and three stories high. The wings are four stories high; that on Beacon street is eighty-four by thirty-four feet; and that on the south, fronting an open square, is one hundred and ten by forty feet. This building contains one

hundred and eighty rooms. The dining hall is seventy by thirty-one, and fourteen feet high. Cost, sixty-eight thousand dollars, without the land

THE UNITED STATES HOTEL is located at the termination of the Boston and Worcester, and Western railroads, which connect with the Norwich and Worcester, the Springfield and Hartford, and Hartford and New Haven railroads, together forming a communication with all the railroad and steamboat routes, south and west of Boston.

The hotel is situated on Beech, Lincoln, and Kingston streets, extending one hundred and seventy-five feet on each street, in the form of a hollow square, five stories high in front, and six stories high in the wings. It was commenced in the year 1837, and completed at the close of the year 1839, and was opened to the public by the present proprietors, Messrs. R. W. Holman and Albert Clark, in January, 1840. During the year 1844, the house was enlarged by an addition of seventy feet on Kingston street, making the extent on that street two hundred and forty-five feet. The whole establishment, costing nearly three hundred thousand dollars, contains about three hundred and fifty rooms, conveniently arranged for dining-rooms, drawing-rooms, sleeping-rooms, public and private parlors, sufficient for the accommodation of five hundred persons, and giving employment to one hundred and twenty servants. The ladies' ordinary is a large and elegantly furnished hall, and will accommodate two hundred and fifty persons. The gentlemen's dining-room is one hundred feet long. Dinner may be served here for three hundred and fifty persons. The ladies' drawing-rooms are fitted up with regard to convenience and elegance. The parlors and reading-rooms are commodious, and arranged with reference to the comfort of the guests of the house. The floors of the halls of the entrances of the house are laid in marble, forming an agreeable promenade for visitors. The establishment is lighted with gas.

An abundant supply of pure, soft water, is obtained from Jamaica pond, and is conveyed by means of pipes, to all parts of the house.

The kitchen, bakery, pastry-room, laundry, and drying-rooms, are on an extensive scale, and are constructed with many important improvements. Connected with these, is a steam-engine, which operates the machinery, and also conveys steam and water into the sleeping and bathing-rooms and cisterns.

The regularity with which this establishment is conducted, and the regard which has been given, in its construction, to the promotion of the ease and comfort of its guests, render it a desirable residence for families or single gentlemen.

AMERICAN HOUSE. This hotel was erected by William Boardman, Esq., in 1835. It is built of brick, four stories in height, with an attic, and fronts or Hanover street sixty feet, and, with a wing, extends back two hundred and forty-one feet. It contains one hundred and forty-seven apartments, includ-

ing suits of rooms, a ladies' ordinary, drawing and reading-rooms, and a dining hall, to accommodate one hundred guests. This house is well built, and provided with all the convenient appendages necessary to render it a comfortable and agreeable residence.

MARLBOROUGH HOTEL.—This establishment, on Washington street, was opened by the proprietors in 1837, on strict temperance principles.

Nathaniel Rogers, Esq., its hospitable host for many years, and now the accomplished conductor of the celebrated Delavan House, at Albany, closely adhered to the plan, and nobly has the public sustained him and the proprietors in their laudable enterprise.

The house is now conducted by John Coe, Esq., on the same principles; and those who have visited Winnepisiogee Lake will recognize, in Mr. Coe, the polite landlord and generous caterer, formerly at Centre Harbor.

Persons travelling with their families, find themselves almost at home in this spacious and quiet mansion; and all who desire it, have the privilege of attending family worship every morning and evening.

EXCHANGE COFFEE HOUSE. This house is well located for business men, being on Congress square, near the head of State street. This is an old established place of resort, and about one hundred persons can be well entertained.

PEARL STREET HOUSE. This establishment was opened to the public in 1836. It is situated in the centre of business, at the corner of Milk and Pearl streets, and contains one hundred and forty apartments, embracing a large dining hall, suits of rooms for boarders, sitting, drawing, and reading rooms. This is a good house, and well patronized.

BROMFIELD HOUSE.—This convenient resort for travellers from the country, —formerly the old "Indian Queen Tavern,"—is on a street of the same name, between Washington and Tremont streets. This establishment occupies ten thousand five hundred square feet of land, including large and convenient stables. The house is well fitted up, and will accommodate more than one hundred persons.

Among other good houses of public entertainment, in Boston, may be mentioned the following :—

The **ALBION**, on Tremont street.

The **CITY TAVERN**, on Brattle street.

The **COMMERCIAL COFFEE HOUSE**, in Milk street, near Broad street.

EARL HOUSE, on Hanover street.

EASTERN STAGE HOUSE, on Ann street.

ELM STREET HOTEL, on Elm street.

FRANKLIN HOTEL, on Merchants' row.

HANOVER HOUSE, on Hanover street.

ADAMS HOUSE, on Washington street.

THE NEW ENGLAND COFFEE HOUSE, on Blackstone and Clinton streets.

PATTERSON HOUSE, on Elm street.

THE PAVILLION, on Tremont street.

PEMBERTON HOUSE, on Howard street.

SHAWMUT HOUSE, on Hanover street.

THE WASHINGTON COFFEE HOUSE, on Washington street.

INSTITUTIONS AND SOCIETIES.

The first settlers of New England were exceedingly tenacious of their civil and religious rights, and they well knew that *knowledge* was an all-powerful engine to preserve those rights, and transmit them to their posterity. They therefore very early laid the foundation of those *free schools*, of which all the sons and daughters of New England are justly proud. Exclusive of Infant and Sabbath school scholars, about a quarter part of the population of Boston is kept at school throughout the year, at an annual expense of about two hundred thousand dollars. Boston is not only celebrated for its schools, but for its munificent donations in support of its institutions for moral, religious, and literary purposes. Since the year 1800, not less than two millions and a half of dollars have thus been appropriated by the citizens of Boston.

MASSACHUSETTS GENERAL HOSPITAL. This beautiful structure of Chelmsford granite, erected by public and private munificence, was commenced in 1818, and completed in 1821. It is located on an open plat of ground of four acres, at the western part of the city, on the banks of Charles river, and enclosed on the north and east by Allen and Blossom streets.

The building, with its recent enlargement, is two hundred and seventy-four feet in length, by fifty-four feet in breadth. This hospital is connected with the McLean Asylum for the Insane, at Somerville, both hospitals being one institution, and under the same management and direction. The institution is governed by twelve trustees, chosen annually, four by the board of visitors, and eight by the corporation. The governor, lieutenant-governor, president of the senate, speaker of the house of representatives, with the chaplains of both houses, constitute the board of visitors. The general hospital can now accommodate one hundred and seventy-five patients. Since its establishment, nine thousand six hundred and thirty have been received. *Asylum for the Insane*, see *Public Institutions*.

Among the philanthropists who have nobly contributed to this superb monument of beneficence, we find the names of JOHN McLEAN, JEREMIAH BELKNAP, PETER OLIVER, WILLIAM PHILLIPS, SAMUEL ELLIOT, ABRAHAM TRURO, ISRAEL MUNSON, and WILLIAM APPLETON, whose aggregate donations amount to three hundred and twenty thousand dollars.

HOUSES OF INDUSTRY, CORRECTION, AND REFORMATION, AND LUNATIC HOSPITAL. These establishments are delightfully situated on a plot of ground at South Boston, on the margin of the harbor, and near the brow of Dorchester Heights.

THE HOUSE OF INDUSTRY is a large stone building, wholly devoted as a place of refuge for the poor, who are old, infirm, and otherwise unable to support themselves; and as a work-house for those who cannot or will not support themselves. There are belonging to the establishment several other buildings, used for the accommodation of the sick, children, and particular classes of inmates. The house was opened in August, 1823, and received at first only able-bodied poor, but the alms-house at Barton's point, was vacated in 1825, since which, the House of Industry has been the only alms-house of the city.

From the opening of the house, up to the last of the year 1843, about twenty years, the admissions and readmissions had been sixteen thousand and seven; births four hundred and thirty-five, and deaths two thousand three hundred and twenty-three. For the last fifteen years, the average number supported in the house, has been about five hundred and fifty; the highest number, February, 1843, seven hundred and thirty-five; the lowest, in the summer of 1836, four hundred and one.

THE HOUSE OF REFORMATION, now connected with the House of Industry, and under the management of the same officers, is a large stone building, near the entrance of the grounds, and was designed to be exclusively devoted to the reception and reformation of juvenile delinquents of both sexes. But as the courts sentenced but a small number to the establishment, the west wing is found to be sufficiently capacious, and the other wing is occupied by the boys of the house of industry, generally about a hundred in number. Good schools are maintained for the reformation department, and for children of both sexes of the other department. It costs the city and state about twenty-five thousand dollars annually, to support the House of Industry and Reformation.

HOUSE OF CORRECTION. This house is some thirty rods east of the House of Industry. It is occupied as a city and county penitentiary. The commitments are from the police and municipal courts. The establishment is in an admirable condition. It has a hospital building, well arranged for the sick, and commodious work-shops, for the employment of convicts of both sexes. During ten years ending December 31, 1843, the commitments were six thousand three hundred and seventy-six, viz., three thousand seven hundred and eight males, and two thousand six hundred and sixty-eight females. Offences—lewdness, eight hundred and thirty-one; assault, one hundred and forty-three; intemperance, three thousand four hundred and fifty-six; larceny, one thousand one hundred and seventy-four; vagrancy, four hundred and seventy-four, and the balance for other offences. The labor of the prisoners nearly or quite supports the house.

THE BOSTON LUNATIC HOSPITAL is a commodious and handsome brick building, situated between the houses of industry and correction. It was

designed for the pauper lunatics of the city, the state hospital at Worcester being generally crowded. The Boston Hospital was completed, and opened for patients in December, 1839, and received first such as were proper subjects, from the other city institutions in its neighborhood. The patients have generally been those of so long standing, as to preclude the hope of recovery. Before July 1, 1844, about four and a half years after the hospital was opened, two hundred and eighty-eight patients had been received, of whom one hundred and eight, all the building could well accommodate, remained. More than half the patients are foreigners. The expenses of the institution amount to about twelve thousand dollars annually. The superintendent is a physician, and he has charge of the medical departments of the institutions before named.

MASSACHUSETTS CHARITABLE EYE AND EAR INFIRMARY. This institution was begun as a private charity, in 1824, by Drs. Reynolds and Jeffries, and conducted at their own expense, until March, 1826, when, by the subscription of a number of liberal individuals, it was made a public charity.

In 1837, the legislature made it a grant of five thousand dollars, and two thousand dollars a year, which last sum has been continued ever since. In July of that year, the present building was occupied for the purpose of receiving the most urgent cases of disease into the house. At that time, the number of persons who obtained relief was about eight thousand; at present, the whole number amounts to more than fifteen thousand.

The infirmary is situated at the corner of Green and Pitts streets, near Bowdoin square; and the surgeons are in attendance daily, at eleven o'clock, to receive patients, and give advice to those who wish to consult them.

NEW ENGLAND INSTITUTION FOR THE EDUCATION OF THE BLIND. This institution was incorporated in 1829; but little was accomplished until 1832, when Dr. Howe returned from Europe, accompanied by a blind teacher; manifesting that zeal in the cause of the blind which had distinguished his philanthropic labors, in another sphere, in a distant land. He opened a school with six blind young scholars. The progress of those children was so great, and the value of an institution of the kind so apparent, that legislatures, and citizens generally, became much interested. By public and private donations, particularly by the influence of ladies in several parts of New England, and by the munificent gift of a splendid building in Pearl street, by the Hon. Thomas H. Perkins, the institution has increased, both in reputation and funds, with unparalleled success. The scholars are instructed in all those branches common in other schools, and some of them in the higher branches of literature.

The experiment has been tried successfully, of fitting them for college; one has graduated at Cambridge, and another holds a high rank in the junior class at Dartmouth.

In this institution, for the first time in the world, deaf, dumb, and blind persons have been taught to read, write, and to express their thoughts in

common language. Music is the study of all. Mechanical labors are taught, and enjoyed by the pupils. Musical instruments of all kinds, and other implements are provided for their convenience and use. A printing press is established, and several books have been printed in embossed letters, which are superior to any in Europe. The Scriptures of the Old and New Testament, works on history, philosophy, &c., have been issued from their press, and scattered over the country.

It is exceedingly delightful to see these interesting youth, whose lives once seemed a dreary waste, and to witness their improvement in acquiring useful knowledge, partaking of all those recreations natural and proper for their age, sex and condition, and fitting themselves for useful stations in society.

The institution is now located in South Boston, in that beautiful building, known as the Mount Washington House, which has been purchased by the trustees. Much attention is paid to physical education; there is a gymnasium, where the children acquire dexterity and strength of limb; in summer, they go daily to bathe in the sea, where the boys learn to swim.

The cost of an education is only one hundred and sixty dollars per annum, including board, books, musical instruments, &c. Indigent persons in New England, and in South Carolina, can be admitted to all the privileges of the others, by applying to the governor of their state.

The institution is under the charge of a board of trustees, four of whom are appointed by the governor and council of Massachusetts. The affairs are directed by Dr. S. G. Howe.

The articles manufactured by the blind, are for sale at No. 152, Washington street, where is the office of the director.

We cannot close this article without some notice of an inmate of this institution, one of the most interesting beings in existence:—

MISS LAURA BRIDGEMAN. To this child, deaf, dumb, and blind, with knowledge from all common entrances quite shut out, more persons throughout the civilized world, are now directing their attention, than to any youthful heir of power, cradled in a palace. The difficulties which have been overcome in her instruction, and the touching history of her progress, are interesting not merely to the philosopher and philanthropist, but (so are we all knit together in kindly sympathies,) to the world at large.

She was born in Hanover, New Hampshire, December 21st, 1829, and is described as having been a very sprightly and pretty child; but during her infancy, she was deprived, by a violent stroke of disease, at once of sight and hearing; nor was it until four years of age, that her bodily health seemed restored, so that she was able to enter upon her apprenticeship of life and the world. She grew up in the simple, mountain-home where she was born, until she was nearly eight years old, when her case reached the ears of Dr. Howe, the director of the institution for the blind in Boston, who immediately hastened to Hanover, to see her. He found her with a well-formed figure, a

strongly-marked nervous-sanguine temperament, a well shaped head, and with the whole system in healthy action. Her parents were easily induced to consent to her coming to Boston, because she was growing unmanageable, and because they could not make her understand their wishes, or her duties. and in 1837, they brought her to the institution. It was ascertained, beyond the possibility of doubt, that she could not see a ray of light, could not hear the least sound, and never exercised her sense of smell, if she had any.

No instruction had been given her; nor had anybody conceived the practicability of penetrating within the dark cell which enclosed her mind, for there was no case upon the records of history, where the attempt had been successful; but on the contrary, the vain efforts made in the case of Julia Bruce, at the institution for the deaf and dumb in Hartford, seemed to make it hopeless. It is impossible, in our brief space, to describe the humane and persevering care, inspired by the highest genius, which has since presided over her education, and gradually opened to her mind, through her solitary sense of touch, the light of knowledge. She has been taught the manual alphabet of the deaf mutes, and now converses by these signs, with wonderful rapidity. She receives the communications of others on the palm of her hand, while her own words seem to fly from the points of her fingers like electrical sparks. She now reads with fluency the books printed in the raised character for the blind, and writes with ease. Her letters to her friends are interesting in the extreme.

Her instructor might seem to the eye of imagination, like Prometheus, to have stolen fire from heaven. Careful observation will find, in the course he has pursued, an example of perseverance and humanity, which may be adopted not only in other similar cases, but wherever there is suffering to be relieved, or good to be done. "The name of her great benefactor and friend," says Mr. Dickens, in his "American Notes," "is Dr. Howe. There are not many persons, I hope and believe, who can ever hear that name with indifference."

BOSTON PORT SOCIETY. The design of the Boston Port Society was to promote the moral and religious improvement of seamen. It was early suggested that such a design could be carried into practical operation, only by vigorous and kindly efforts to remove seamen from the fatal temptations that beset them, when they return to their homes, owing to the isolated and corrupt associations into which they were thrown, by many unfortunate and concurrent circumstances. Their step from the fore-castle was at that time directed by greedy and dissolute landlords to dens, rather than to dwelling-places, where every vice could be practised, and where no virtue could live. And they spent their time, the young and the old, the beardless youth, with the veteran seamen, companions for each other's ruin, in the maddening rounds of dissipation, heedless alike of week-day and Sabbath, and equally reckless of physical and moral disease; emerging from their desolate homes, and

escaping from their dissolute company only temporarily, to disturb the public peace, or to plunge into deeper dissipation, and finally leaving them to seek another voyage, only when the earnings of their last voyage were squandered and gone, or ruthlessly plundered from them by the caterers to their vices.

The eye of philanthropy, guided by that love and sympathy that form the sweetest charms of human life, and leads man, amid a thousand dangers and a thousand discouragements, to aid his brother man, and warmed with the eloquence of truth, aroused among our citizens a feeling of generous indignation, and resolute benevolence, which has resulted in this, and many other friendly societies, the purposes of which have been to abate and destroy these pestilential nuisances, and to furnish to the seamen of this port the means of rational amusement, of physical comfort, and of religious instruction. This society was formed in 1828, and incorporated in 1829, and great success has crowned its efforts. The Boston merchants, with their hearts warmed to earnest action, proffering their generous assistance, came forward to the work. They aroused a kindred zeal in the community in which they dwelt, and the BETHEL, in North square, reared upon a foundation of human sympathy and Christian philanthropy, was placed at their disposal, suited to their purposes, and weekly, and nightly, and daily, it is now used for them. When we contemplate such a work, accomplished from a small beginning, we can hardly repress a deep acknowledgment of the hand of Providence, upholding the little but valiant band, who gave the society an existence, and bearing them onward to a result that sheds such signal benefits over the city, and does so much honor to its people.

Connected with the Boston Port Society, is the SEAMEN'S AID SOCIETY, conducted by an association of ladies, whose delight is in doing good. They have provided the Mariner's House, which is emphatically a home for the sailor, who, when he returns from tossing on the mighty deep, finds not only rest and comfort to the body, but influences the most salutary and refreshing to the soul. Of the pastor of the Bethel Church, these ladies, in their report of 1845, say:—

The Rev. Mr. Taylor is as ever the life and centre of our society. His whole heart still continues to be devoted to the sailor's improvement, and we can only pray that he may have strength of body to do what the fervent spirit prompts. With such a field of usefulness before him, it is difficult for him to find the repose which his health requires. He has won the gratitude of many a warm heart, which beats under a rough jacket, and he must find his reward in those blessed words, "Inasmuch as ye have done it unto one of the least of these my brethren, ye have done it unto me."

SAILOR'S HOME. The Sailor's Home, 99 Purchase street, was established by the Boston Seaman's Friend Society, to furnish a quiet abode for seamen, where, for a fair compensation, they might enjoy the advantages and privileges of a Christian household, while at the same time, the shipwrecked and

unfortunate sailors, who are the worthy objects of Christian bounty, may be received within its doors, and share freely in its hospitality. It is a benevolent institution. Its object is to promote the prosperity and happiness of the sailor, for time and eternity, and through his influence, when converted, the advancement of the kingdom of the Redeemer in all the ends of the earth. That such has been its influence, its works, as developed in its history, declare.

The first building was erected by, and was for many years the residence of, the late Lott Wheelwright, Esq., one of the highly respected ship-owners and merchants of this city. It was purchased, and opened for a sailor's home, June 1st, 1836, at an expense to the society of thirteen thousand dollars.

A necessity being created for a new establishment, the old building was removed, and a spacious new structure was erected on its site. Its corner-stone was laid May 8, 1845, with appropriate services, in the presence of a multitude of seamen and the friends of seamen. On a plate deposited beneath the corner-stone, was the following inscription, which shows that its benevolent founders designed that the new home, like the old one, shall subserve the interest of philanthropy and religion :—

“This corner-stone of this Sailor's Home, on the site of the first home for seamen opened in Boston, was laid May 8th, 1845, by the Boston Seaman's Friend Society, aided by the Boston Ladies Seaman's Friend Society, and by the munificence of the friends of seamen, with hope in God that it may subserve the temporal and spiritual welfare of seamen.”

The building presents a front on Purchase street of sixty-two feet in length, and thirty-five feet on Gibbs' lane, now Belmont street, with an L extending in the rear of about thirty feet. It is four stories high, with a basement and attic, presenting an elevation from the street of about seventy feet. The basement and first story are of hewn granite. On the top of the building is an observatory, mounted with a flag-staff, which commands the whole view of the harbor.

The rooms and apartments of the house are admirably arranged. It contains, among other rooms, seventy-two dormitories for the use of the boarders, and a large and spacious reading-room, which is furnished with a library, the newspapers, and periodicals of the day. It is indeed a noble monument of the Christian philanthropy of the old Bay State, and of Boston in particular.

The whole cost of the establishment, including the land on which it is erected, and the furnishing of it, was about thirty-five thousand dollars.

THE FARM SCHOOL FOR INDIGENT BOYS. This institution, in 1835, purchased Thompson's island, in Boston harbor, which contains one hundred and forty acres, and on which suitable buildings are erected, for the prosecution of their philanthropic designs. Previous to that period, there had been two corporations, whose plans had been somewhat different, yet whose objects were substantially the same. The “Boston Asylum” had been incorporated as early as 1814. Its general purpose was to relieve, instruct, and employ indigent

boys, belonging to the town of Boston, and the claims of orphans were to be particularly regarded. The plan of the "Farm School" was proposed in 1832, and the society was incorporated the year following. The object of the society was, "the education and reformation of boys, who, from loss of parents or other causes, were exposed to extraordinary temptations, and in danger of becoming vicious and dangerous, or useless members of society." In the summer of 1833, the farm school was commenced on Thompson's island. In 1834, it was thought by the friends of both institutions, that more good would be accomplished by a union of the two schools, that a larger number of exposed children could enjoy the advantages of proper physical and moral education at the school on Thompson's island, than if the two institutions were continued separate. The proposal to unite the two was fully agreed upon, in May, 1834. And in March, 1835, the legislature granted an act of incorporation, in which the two former institutions were recognized as one.

The farm school was intended for indigent and morally exposed children, who had committed no crime, and who might be rescued from impending evil by timely care. Its object was to take the young from the midst of temptation, to shield them in their tender years, to give them proper mental and moral culture, and thus, without any stigma being placed upon them, open for them a happy home, and return them to society, exemplary and useful citizens.

From the establishment of this institution to the present time, it has been a source of extensive good. The children of intemperate and profligate parents have been taken from evil influences, and surrounded by many advantages. The sons of widows, whose parents, with their small earnings, could not do for their children as they would, have here found guardians and friends; and orphans, who have been left without protectors or competent advisers, have been received within the walls of a Christian asylum, where they have listened to good counsel, and acquired habits of order, industry and usefulness.

Since the opening of the school in 1835, over four hundred boys have received the benefit of its instructions, and nearly all of them have now gone forth to take their part in the active duties of life.

The boys are partly occupied upon the farm, and partly in the school, and also render assistance in the various domestic arrangements of the family.

During the past year there have been one hundred and six boys upon the island. There were fifty-two at the commencement of the year, and fifty-four have been admitted since. Thirty-nine have left, and sixty-nine remain. There has been but one death during the last three years, and thirty-seven have been apprenticed by the institution, and placed under the charge of their friends.

This institution can accommodate three hundred boys, and it is fully believed that a generous public will not suffer this noble charity to be restricted in its efforts.

QUARANTINE HOSPITAL. Rainsford island, a gem of the ocean, one of the most highly cultivated spots in the harbor, lying about eight miles, following the south channel, from Boston, nearly on the steamboat route to the rural town of Hingham, is the location of this hospital. It has been exclusively a hospital station for the management of infectious diseases, since the earliest settlement of Massachusetts Bay. The water, on all sides, is of a good depth, and the anchorage being protected by neighboring islands, renders the quarantine roadstead safe and convenient, and sufficiently removed from the narrows through which, most of the shipping pass in or out of port, to obviate all danger of contamination.

Before the colony of Massachusetts had any established sanatory laws, it seems from the current historical memoranda, that sickly crews, damaged cargoes, and vessels regarded by the civil authorities as nuisances, by common consent, were sent to Rainsford island, although the territorial dimensions are small, there being but eleven acres, even at low water, with scarcely three that can be cultivated. The whole dominion is the property of the Commonwealth. Such was the character of the conveyance, that the island cannot be alienated, but must be kept for its present purpose. In 1752, or not far from that period although exclusively set apart for a hospital for small-pox, and other contagious maladies, it was sold, and Spectacle island converted into a quarantine. The latter not answering the expectations of the government of the colony, it was abandoned, and Rainsford island re-purchased, and retained to the present time.

The care and jurisdiction of Rainsford island are vested in the mayor and aldermen of Boston, the officers of the external health department being elected, and paid by the city council. An island keeper resides there to take charge and protect the property.

There are several pleasant, convenient edifices belonging to the establishment, which make a fine appearance. Their neatly kept white walls contrast beautifully with the thrifty trees, shrubbery, and the splendid expanse of water that surges round the rugged beach.

A large, well constructed granite hospital, surrounded by twenty-four fluted columns, located on a projecting point of rocks, facing Quincy bay, is an object of peculiar interest, in passing down the harbor.

Besides the public accommodations, there are two wharves. Very recently the general government has obtained permission to make the southern one, a depot for coal, for the use of the revenue steam cutters, now building for this line of coast.

The health laws of Boston, as now administered, are as unexceptionable as any sanatory system in operation in this country. No obstacles are placed in the way of commerce; no unnecessary detention of vessels is required; and yet the vigilance of the public authorities is such, that no alarms arise from the introduction of maladies from foreign countries. Goods of a certain description cannot be landed in Boston, till they have been examined, and a

permit granted from the health office. If, at any time, damaged cargoes arrive, which would be a nuisance, they are not removed from the vessel without permission from the proper authorities—and then, must be conveyed to the place kept in reservation for such contingencies—the large storehouse at Rainsford island.

Vessels are allowed, at all seasons, to come in from sea, directly up to the city, where their condition is immediately ascertained by the port physician, should the crew, passengers, or cargo, be in unfit state to lie at the wharves. Where cause exists for the detention of a vessel in the harbor, there can be no intercourse with the inhabitants till all the circumstances which induced the health officer to put her into quarantine, are removed.

While the law is judiciously administered, it is not oppressive nor injurious to the interests of commerce. It may be considered in the light of a vigilant sentinel, always watching over the public health.

Dr. J. V. C. Smith, the present accomplished port physician, was elected to the office June 14th, 1826.

MEDICAL COLLEGE. The Medical College, a department of Harvard University, in which the several professors give an annual course of lectures, commencing the last Wednesday in October, is located in Mason street, directly back of Tremont street. External beauty is not a very prominent characteristic of this edifice; but its internal conveniences and accommodations are very superior. There is an anatomical theatre in the centre; a chemical laboratory under it, and in the south wing a lecture room for the professor of theory and practice of physic, capable of holding one hundred and fifty students. In the west wing, upon the first floor, is a convenient consultation room. There is also an extensive anatomical museum adjoining the theatre, and a dissecting room contiguous.

THE MERCANTILE LIBRARY ASSOCIATION OF BOSTON was instituted March 11, 1820, for the moral and intellectual improvement of merchants' clerks. It numbers about eight hundred members, and contains a very valuable library, of four thousand volumes, and a cabinet of scientific collections.

Lectures are delivered before the association during the winter season, by gentlemen of the first talents, and are attended by large and respectable audiences. This society is exerting much beneficial influence, and is in a very flourishing condition.

HANDEL AND HAYDN SOCIETY was incorporated in 1816. The act of incorporation allows the society to hold fifty thousand dollars in real estate, and a like sum in personal property, which is never to be divided among the members of the corporation, but descends to their successors, subject only to the payment of the debts incurred by the corporation. This society have their meetings at the *Melodeon*.

THE BOSTON ACADEMY OF MUSIC. This association was organized and incorporated in 1833. Their meetings are held at the *Odeon*, of which building they have a lease.

The plan and organization of this Academy, as well as its objects, are essentially different from those of any other institution which is known to have been established in this country. Not composed of professed musicians; not aiming especially at the improvement of its own members, and not designed to be limited in the sphere of its operations and influence, its object is, by all suitable means within its reach, to raise music to the place it deserves to hold in the estimation of the community, and as far as practicable, to make it a branch of common education. The constant employment which has been furnished to the professors of the Academy, and the very liberal patronage extended, show that the rich as well as the poor, the fashionable and refined, as well as those in the humbler walks of life, are beginning to regard vocal music as an accomplishment, as one attainable, pleasing and useful.

There are other associations in Boston, formed for cultivating the delightful science of music, among which the **MUSICAL INSTITUTE** and **PHILHARMONIC SOCIETY**, take a high rank.

BOSTON MUSEUM. This interesting institution occupies several large halls in the *Coliseum*; at the corner of Tremont and Bromfield streets, and has acquired a deserved reputation, among other similar institutions in the United States.

It contains a choice collection of antiquities, paintings, engraving, drawings, statuary, specimens of natural history, and a great variety of other rare and curious articles.

In one of the large halls improved by this institution, and which will contain one thousand persons, a series of moral dramas are enacted in the evening; one of which, "the Drunkard," has been played upwards of one hundred times, and is said to have produced much moral effect.

The first museum in Boston was opened in State street, in 1791. This was removed to Bromfield street in 1795, and called the *Columbian Museum*. This was destroyed by fire in 1803. Another was commenced the same year, at the corner of Milk and Oliver streets, by Mr. Daniel Bowen, the father of them all, and who, in 1806, in connection with Mr. W. M. S. Doyle, erected a large building, where the Savings Bank now stands. This building was burnt in 1807, and rebuilt the same year, and called the *Columbian Hall*. This collection was sold to the proprietors of the *New England Museum*, in 1825. This museum was in Court street, and was greatly increased by the addition of many other collections of a similar kind. The *New England Museum* was very popular for many years, and continued so until when the collection was sold, and forms a part of the valuable collection of the "**Boston Museum.**"

BOSTON ATHENÆUM.—This establishment owes its origin to several public-spirited gentlemen, who, in 1806, issued proposals for providing and opening a social reading-room, to contain all the valuable periodicals, journals, and such books as would serve for general reference. Among these gentlemen, WILLIAM SMITH SHAW, Esq. took a zealous and prominent part.

The institution was incorporated by the name of "The Proprietors of the Boston Athenæum," in 1807. The price of a share is three hundred dollars, which entitles the owner to three tickets of admission. A life subscriber pays one hundred dollars; and annual subscribers are admitted at ten dollars per annum. There are five hundred shares, and about fifty life subscribers. Proprietors and life subscribers have the right of introducing an unlimited number of strangers, not residing within twenty miles of Boston, who are entitled to admission to the library and reading-room for one month after having their names recorded by the librarian. The governor, lieutenant governor, councillors, senators, members of the house of representatives for the time being, judges of the different courts, presidents of Harvard University, Theological Institution at Andover, Amherst College, and the president of several societies, have free admission to the reading-room and library.

The spacious edifice now occupied by the institution, situated near the head of Pearl street, (the better half of which was the gift of the late James Perkins, Esq.,) is about being sold, a lot of land 124 feet on Beacon street has lately been purchased at a cost of fifty-five thousand dollars, on which is now building an edifice, the probable cost of which will be near one hundred thousand dollars; it is to be built of sand stone from New Jersey, under the direction of Geo. M. Dexter, Esq. and Edward Cabot, Esq., from a plan by the last named gentleman. This building is intended to contain the library, reading-rooms, picture gallery, and statue gallery. The library, in May, 1846, contained 35,000 volumes.

The fine arts department, including pictures and statuary, of the nominal value of 40,000 dollars. The exhibitions have usually been opened annually in May. The productive funds of the institution amountd in 1846, to about 50,000 dollars, half of which was a donation from John Bromfield, Esq., of Boston, the interest to be appropriated for the increase of the library.

THE BOSTON LYCEUM was instituted in 1830. The exercises before this society consist of lectures, discussions and declamation. Classes on various subjects are formed by members of the society, in connection with the Lyceum, free of expense. About twenty evenings of each course are appropriated for lectures, and six for discussions or class exhibitions.

MASSACHUSETTS CHARITABLE MECHANIC ASSOCIATION.—This association was instituted March 15, 1795, and incorporated March 8, 1806, for charitable purposes, and for the encouragement of the mechanic arts and manufactures. Its members, now numbering about seven hundred, are composed of "Mechanics

and Manufacturers," and other artisans. The income of the association "is employed for the purpose of relieving the distresses of unfortunate members and their families, and to promote inventions and improvements in the mechanic arts, by granting premiums for said inventions and improvements."

The admission fee is fifteen dollars, the annual assessment two dollars; and it is the duty of the treasurer to pay to the representative of a deceased member, at his death, forty dollars.

The provisions of the by-laws require a festival once in three years, at which an address is delivered by a member of the association.

The exhibitions for the display of manufactures, &c., were resumed in 1837, and others were holden in 1839—'41 and '44—all of which have been attended with great success.

The funds of the association are principally invested in an estate recently purchased, formerly belonging to the Boott family, upon which they are now erecting a large and commodious Hotel.

During the year 1845 they had nearly matured their arrangement for erecting a magnificent Hall, for the use of the association, and for other purposes. Liberal donations were offered by their friends, among others the Hon. Abbot Lawrence tendered the munificent sum of twenty thousand dollars; but the undertaking has to their great regret been relinquished, in consequence of causes beyond their control.

BOSTON FEMALE ASYLUM. This institution, the offspring of the best feelings of the human heart, commenced its silent and unostentatious career in the year 1800.

In the year 1803, "Hannah Stillman, and a number of other ladies, of the town of Boston, associated for the charitable purpose of relieving, instructing, employing and assisting FEMALE ORPHAN CHILDREN," were incorporated by the legislature. For many years the institution occupied a large house on Essex street.

From its foundation, to 1845, this institution had afforded protection and a safe and happy home to four hundred and forty helpless female orphans. Of these, three hundred and sixty-three had been provided with suitable places; thirteen had died, and sixty-four remained at the asylum.

The present building for the asylum was erected from designs, and under the superintendence, of Isaiah Rogers, Esq., architect, and is built of bricks; the basement story is principally executed of rough granite, except in front, which has the base course, frontispiece to door, corners and belt of principal story, of wrought Quincy granite. The roof of the building is covered with imperial slate, and the cornice constructed of brick and stone, with copper gutters; which render the building nearly fire-proof from without, the windows and doors being the only wood exposed, and those not connected with the wood-work of the interior.

The interior arrangements are ample in their accommodations, and simple in finish. The first story is occupied, as you enter on the right of the hall,

by the matron's parlor, and adjoining is the work-room, so called, where all the work for the children is prepared. On the left is the directors' room, where all the meetings of the ladies, who compose the board of directors for the management of the institution, are held; you next come to one of the staircases and its halls.

On the south side, opening on the court-yard, is a corridor, extending to the school-room in the rear, and opening into the kitchen and dining-room, and connecting with the two staircases, which are constructed entirely of cast and wrought iron, throughout. The second and third stories are occupied for dormitories, a recreation-room for the children, and a hospital or sick-room, which has water-closets and bathing accommodations attached.

The basement story contains apartments for bathing, wash-room, laundry, and drying-room, with all necessary fixtures, and convenient store-rooms, apartments for wood, coal, &c.

The walls and partitions of the interior are constructed with bricks, all of which are laid in hydraulic cement, four to eight inches thick. The outside walls are lined up with four inches of brick, leaving a space of two to six inches for ventilation, which is so constructed, that every room in the building is ventilated, by communications with heated flues. All the floors have plastering between the two thicknesses of boards; there are no furrings, except the ceilings, all the walls being plastered on the bricks, cutting off all chance for spread of fire from one story to the other, and also from one room to another, except by the doors, and rendering the building fire-proof, so far as any spread of fire can take place. This is one of the most important features of the building, considering the great number of children distributed over it, and the preventing of accident by fire, to which all large establishments are liable. Could the public be persuaded that their dwellings might be so constructed, that the midnight cry of fire would be but a sound, causing little fear, and this construction rendered perfective by a small degree of cost, there would be much fewer records of life and property destroyed.

This building, with all its security against the spread of fire, and its ventilation, has cost no more than one constructed in the usual way.

The building of the Asylum was commenced about the first of April, 1844, and completed in January following. It is three stories high, with a basement story, covering about five thousand five hundred feet, and with the land contiguous, comprising twenty-seven thousand two hundred feet, enclosed by a brick wall on three sides, seven feet high, and on front by an iron fence and stone posts.

The grounds about the building are laid out in an appropriate and beautiful manner, decorated with ornamental trees and shrubbery, the whole having the appearance of neatness and comfort, and is one more of the many monuments of the untiring zeal and performance of a part of the wealthy community of this city, to make comfortable and happy the orphan, who truly finds a home under its roof.

The society was the original purchaser of Mount Auburn; and for many years a garden and cemetery committee was chosen, to superintend the affairs. In the year 1830, an act of separation was granted by the legislature, securing to the society, in all coming time, one fourth of the net annual receipts at Mount Auburn, from sales of lots, to be appropriated forever to the advancement of the science of horticulture. Its other resources are from the fees received of members and its exhibitions.

The exhibitions of the society are intended to excite emulation, and successful competitors receive rewards; and it is not unfrequent that some new and valuable fruit or flower is complimented with the name of the producer.

This institution has done and is doing great good to the community, by introducing a taste for this delightful science, and by a weekly exhibition of its beautiful varieties.

It is gratifying to state, that this enterprising society have been enabled to erect a new and splendid granite "Horticultural Hall," on School street, on the site of the old Latin school-house, for the objects of the society, and which was dedicated May 15, 1845. The building is eighty-six feet in length and thirty-three feet in width, and is an ornament to the city. It contains a large hall for exhibitions, a library and business room, and convenient compartments for the sale of seeds, fruits, plants and flowers.

In the month of September, annually, the society holds a grand exhibition, which is continued for some days, and which is always exceedingly gratifying to those who attend.

THE LOWELL INSTITUTE. This institution was founded by John Lowell, jr., Esq., son of Francis C. Lowell, Esq., from whom the city of Lowell received its name, for the support of regular courses of popular and scientific lectures in the city of Boston. The sum bequeathed, and placed in trust, for this purpose, amounts to nearly two hundred and fifty thousand dollars. Mr. Lowell died at Bombay, on the 4th of March, 1836, in the thirty-seventh year of his age. By his will, he provides for the maintenance and support of public lectures on natural and revealed religion, physic and chemistry, with their application to the arts; also on botany, zoology, geology, and mineralogy, connected with their particular utility to man. The trustee may appoint lectures on the literature and eloquence of the English and other languages, and also on any subject that, in his opinion, the wants and taste of the age may demand. Provision is also made for courses of a strictly scientific character, for smaller classes of students, for which lectures a small admission fee may be exacted—but in no instance can any person be excluded through inability to pay for a ticket. The popular lectures are all to be free. Apparatus may be purchased, but none of the fund or income can be expended in the erection of buildings.

Such is the munificent foundation of the Lowell Institute, emanating from a noble and generous spirit, while suffering with a fatal disease, amidst the ruins of ancient Egypt. It was given for the present and future benefit of

his native land, in the belief, as he himself says, that "the prosperity of my native land, New England, which is sterile and unproductive, must depend hereafter, as it has heretofore, first, on the moral qualities, and secondly, on the intelligence and information of its inhabitants."

The Lowell Institute went into operation in the winter of 1839-40. As the income is ample, the services of men of the highest talent and learning can generally be commanded; and such has been the desire of the community to obtain tickets of admission, that it has been found necessary to register the names of those desirous to attend any particular course, and to distribute the tickets by lot. The lecture season is from October to April, during which period four or five courses have usually been delivered. The number of tickets annually distributed have been from twenty to twenty-five thousand. The lectures, are now delivered in the Tremont Temple, on Tuesday and Friday evenings; and many courses have been repeated on the succeeding Wednesday and Saturday afternoons.

The trustees of the Boston Athenæum are ex-officio a board of supervision.

JOHN A. LOWELL, Esq., Trustee. B. E. COTTING, M. D., Curator.

BOSTON LIBRARY SOCIETY. This society was incorporated June 17, 1794. The object of the associates was to make a collection of books, in the sciences and general literature, for popular use; more particularly of those works, which, from their costliness or peculiar value, are not generally found in private collections, and cannot conveniently be obtained by individuals of moderate fortune. The books amount to about seven thousand volumes, and their number is constantly augmenting. The price of a share is twenty-five dollars, subject usually to an annual tax of two dollars, for the increase of the library, and the charge of maintaining it. Shares are now transferable, and do not cease at the death of the proprietor. For some years after the library was founded, the shares were not transferable, and the subscribers had only the use of the library for their lives; consequently, by the death of original proprietors, many shares have fallen into the common stock, which has given to the shares of present proprietors a value far beyond their cost. It is computed that a share at the present price, gives a property in the common stock, greatly exceeding the cost of a share, exclusive of the value of the hall, which is the property of the corporation. The library is kept at the hall, over the arch in Franklin street, and is opened on the afternoon of Thursdays, and the forenoon and afternoon of Saturdays, for the delivery and return of books.

There are many other valuable institutions and societies in Boston, of high character and standing, but the limits of this work will permit us only to mention some of their names:—

Bible, education, Sunday school, missionary, tract, and temperance societies; institutions for the diffusion of useful knowledge, and of the arts and sciences; historical, natural history, antiquarian, statistical, and library associations; marine, humane, peace, and pilgrim societies; female refuge, lying-in hospital; fire, and other charitable societies, &c., &c.

CHURCHES AND MINISTERS.

☞ For an explanation of the denominational terms, as applied to the Boston churches at the present time, see "Hayward's Book of Religions."

First Church.—1630.—Unitarian.

The first house of public worship in Boston, was built for this society, in 1632, near the corner of State and Devonshire streets. It had mud walls, and a thatched roof. Their second house was built in 1640-1641, on Washington street, on the lot where Joy's buildings now stand. This house was burnt in 1711, and the *Old Brick*, so called, was erected on the same spot. In 1808, the *Old Brick* was sold, and their present house, in Chauncy place, out of Summer street, was built, and dedicated on the 21st of July, of the same year. The church was constituted at Charlestown, August 27, 1630.

A lecture has been preached at this church, on Thursday of every week, since the year 1633; at first, under the charge of the minister of the church; subsequently, and for many years, by an association of the clergy of Boston and its vicinity. On that day, all intended marriages in the city were publicly announced by the city clerk, until the practice was discontinued in 1843. In March, 1845, the Boston Association voted to relinquish the care of the lecture, and to throw it back upon the pastor of the First Church.

CLERGY. Rev. John Wilson, ins. Nov. 23, 1632, died Aug. 7, 1667, aged 78.

Rev. John Cotton, installed Oct. 17, 1633, died Dec. 23, 1652, aged 67.

Rev. John Norton, installed July 23, 1656, died April 5th, 1663, aged 57.

Rev. John Davenport, installed Dec. 9, 1668, died Mar. 15, 1670, aged 72.

Rev. James Allen, installed Dec. 9, 1668, died Sept. 22, 1710, aged 78.

Rev. John Oxenbridge, ins. April 10, 1670, died Dec. 28, 1674, aged 65.

Rev. J. Moody, assistant, May 3, 1684 to 1692, died July 4, 1697, aged 72.

Rev. John Bailey, assistant, July 17, 1693, died Dec. 12, 1697, aged 53.

Rev. Benj. Wadsworth, ordained Sept. 8, 1696, died Mar. 12, 1737, aged 67.

Rev. Thomas Bridge, installed May 10, 1705, died Sept. 26, 1715, aged 58.

Rev. Thomas Foxcroft, ordained Nov. 20, 1717, died June 18, 1769, aged 72.

Rev. Cha. Chauncy, D. D., ord. Oct. 25, 1727, died Feb. 10, 1787, aged 82.

Rev. John Clarke, D. D., ordained July 8, 1778, died April 1, 1798, aged 42.

Rev. William Emerson, ins. Oct. 16, 1799, died May 12, 1811, aged 42.

Rev. John Lovejoy Abbott, ord. July 14, 1813, died Oct. 17, 1814, aged 31.

Rev. Nathaniel L. Frothingham, D. D., ordained March 15, 1815.

Second Church.—1650.—Unitarian.

This church was gathered June 5, 1650. The first house of worship was built in 1649, burnt November 27, 1676, rebuilt 1677, and destroyed by the British, January 18, 1776. It was called the "Old North." After the return

of the inhabitants to Boston, on the evacuation by the British soldiers, the Second church and society, with their minister, were invited to worship in the house called the "New Brick," which was situated in Hanover street, and taken down in March, 1844. In June, 1779, the two societies united, taking the name and records of the "Second Church."

The new edifice for the Second church, stands on the site formerly occupied by the "New Brick." It is built of red free-stone, from Connecticut, in the Gothic style. The pews, pulpit, organ, and gallery fronts, are of black walnut, richly carved and ornamented. The spire is very graceful and lofty, being two hundred and twenty-six feet in height, above the level of the ground, and about two hundred and sixty above that of the sea. The church, with its buttresses, battlements, turrets, and pinnacles, presents a grand and imposing appearance. It was dedicated in the summer of 1845.

CLERGY OF THE "OLD NORTH, OR SECOND CHURCH." Rev. John Mayo, settled Nov. 9, 1655, left April 15, 1673.

Rev. Increase Mather, D. D., set. May 27, 1664, died Aug. 23, 1723, aged 85.

Rev. Cotton Mather, D. D., set. May 13, 1684, died Feb. 13, 1728, aged 65.

Rev. Joshua Gee, settled Dec. 18, 1723, died May 22, 1748, aged 50.

Rev. Samuel Mather, D. D., settled June 21, 1732, left October 23, 1741, died June 27, 1785, aged 79.

Rev. Samuel Checkley, jr., settled Sept. 3, 1747, died Mar. 19, 1768, aged 44.

Rev. John Lathrop, D. D., settled May 18, 1768, died Jan. 4, 1816, aged 77.

CLERGY OF THE "NEW BRICK." Rev. William Waldron, settled May 23, 1722, died Sept. 20, 1727, aged 81.

Rev. William Welsteed, set. March 27, 1728, died Sept. 29, 1753, aged 58.

Rev. Ellis Gray, settled Sept. 27, 1738, died Jan. 17, 1752, aged 37.

Rev. Ebenezer Pemberton, set. Mar. 6, 1754, died Sept. 15, 1777, aged 72.

CLERGY OF THE SECOND CHURCH after the union. (Dr. Lathrop, as above.)

Rev. Henry Ware, jr., settled Jan. 1, 1817, left Oct. 4, 1830.

Rev. R. W. Emerson, settled March 11, 1829, left Oct. 28, 1832.

Rev. Chandler Robbins, settled Dec. 4, 1833.

Friends' Meeting-House.—1664.—Friends.

The society of Friends built the first *brick* house for public worship in Boston, on Brattle street, in the year 1664. About the year 1717, they changed their place of worship to "Quaker Lane," now Congress street. They continued there until 1825. Their present place of worship is, in a very neat building, on Milton place, out of Federal street.

First Baptist Church.—1665.—Baptist.

This church was constituted at Charlestown, May 28, 1665. The first house of this society was erected on the side of what was then called the *Mill*

pond, now Stillman street, between Salem and Pond streets. In 1771, this house was taken down, and a larger one erected, and which continued their place of worship until the 14th of June, 1829. Their new house, at the corner of Hanover and Union streets, was erected in 1828, and dedicated June 17, 1829.

CLERGY. Rev. Thomas Gould, settled 1665, died Oct. 27, 1675.

Rev. John Miles preached here a short time.

Rev. John Russell, settled July 28, 1679, died Dec. 21, 1680.

Rev. Isaac Hull preached here a short time.

Rev. John Emblen, settled in 1684, died Dec. 9, 1702.

Rev. Ellis Callender, settled 1708. He died about twenty years after.

Rev. Elisha Callender, settled March 21, 1718, died March 31, 1738.

Rev. Jeremiah Condy, settled Feb. 14, 1739, left 1767.

Rev. Samuel Stillman, D. D., set. Jan. 9, 1765, died Mar. 12, 1807, aged 70.

Rev. Joseph Clay, settled Aug. 1, 1807, left Oct. 27, 1809.

Rev. James M. Winchell, set. Mar. 13, 1814, died Feb. 22, 1820, aged 28.

Rev. Francis Wayland, D. D., settled Aug. 22, 1821, left Sept. 10, 1826.

Rev. Cyrus Grosvenor, settled Jan. 24, 1827, left Sept. 24, 1830.

Rev. William Hague, settled Feb. 4, 1831, left June, 1837.

Rev. R. H. Neale, settled Sept. 17, 1837.

Old South Church.—1669.—Trinitarian.

This church was constituted at Charlestown, May 12, 1669. The first house of this society was of cedar, at the corner of Washington and Milk streets. Their wooden house was taken down in March, 1729, and religious services were attended, for the first time, in their present capacious brick building, on the same spot, on the 26th of April, 1730.

This house is eighty-eight by sixty-one feet. It has two tiers of galleries, and is so central and commodious, that it is frequently used on great public occasions.

"Here was delivered, in defiance of the threats of authority, and in presence of marshalled soldiery, Warren's fearless oration on the anniversary of the massacre of the 5th of March, 1770. Here were repeatedly held the meetings of oppressed freemen, which called forth those peals of patriotic eloquence, which moved this whole country, and shook the British throne."

CLERGY. Rev. Thomas Thatcher, installed Feb. 16, 1670, deceased Oct. 15, 1678, aged 58.

Rev. Samuel Willard, ins. April 10, 1678, deceased Sept. 12, 1707, aged 67.

Rev. Ebenezer Pemberton, ord. Aug. 28, 1700, dec. Feb. 13, 1717, aged 45.

Rev. Joseph Sewell, D. D., ord. Sept. 16, 1713, dec. June 27, 1769, aged 80.

Rev. Thomas Prince, ord. Oct. 1, 1718, deceased Oct. 22, 1758, aged 72.

Rev. Alexander Cumming, ins. Feb. 25, 1761, dec. Aug. 25, 1763, aged 36.

Rev. Samuel Blair, installed Nov. 26, 1766, dismissed Oct. 10, 1769.

Rev. John Bacon, inst. Sept. 25, 1771, dismissed Feb. 8, 1775.

Rev. John Hunt, ord. Sept. 25, 1771, deceased Dec. 30, 1775, aged 31.
 Rev. Joseph Eckley, D. D., ord. Oct. 27, 1779, dec. April 30, 1811, aged 61.
 Rev. Joshua Huntington, ord. May 18, 1808, dec. Sept. 11, 1819, aged 23.
 Rev. Benj. B. Wisner, D. D., ord. Feb. 21, 1821, dismissed Nov. 12, 1832.
 Rev. Samuel H. Stearns, ord. April 16, 1834, dismissed March 8, 1836.
 Rev. George W. Blagden, inst. Sept. 28, 1836.

King's Chapel.—1686.—Unitarian.

This was originally an Episcopal society, and was formed June 15, 1686. Their first house was of wood, and was erected in 1688, at the corner of Tremont and School streets, on the spot where their present "Stone Chapel," as it is commonly called, now stands; and which was first opened for public worship on the 21st of August, 1754. The walls of this house are of Braintree or Quincy granite, and it was the first building of that material in Boston. Its interior is as beautiful as its exterior is substantial.

In 1776, the church was closed, by reason of the departure of the ministers, and many of the proprietors, in consequence of the revolution. It was occupied by the Old South congregation from 1777 to 1782. It was reoccupied in April, 1782, by the few of the former proprietors then remaining, who invited the Rev. James Freeman to become their reader. In 1786, at the desire of Mr. Freeman, a Unitarian liturgy was adopted; and the congregation has since been known as Unitarian.

CLERGY. Rev. Robert Ratchliffe, Rector, and Rev. Robert Clark, assistant, settled in 1686, left 1689.

Rev. Samuel Miles, Rector, settled June 29, 1689, died March, 1728.
 Rev. George Hatton, A. M., settled 1693, left 1696.
 Rev. Christopher Rudge, A. M., settled March 5, 1699, left 1706.
 Rev. Henry Harris, A. M., settled April, 1709, died Oct. 16, 1729.
 Rev. Roger Price, Rector, settled June 25, 1729, left Nov. 21, 1746.
 Rev. Thomas Howard, A. M., settled 1731, died April 15, 1736.
 Rev. Addington Davenport, A. M., settled 1741, left 1744.
 Rev. Henry Caner, D. D., Rector, settled April 11, 1741, left March 10, 1776.
 Rev. Charles Brockwell, A. M., settled 1747, died Aug. 20, 1755.
 Rev. John Troutbee, A. M., settled 1775, left in 1775.
 Rev. James Freeman, D. D., ordained by the society, and settled April 21st, 1783, died Nov. 14, 1835, aged
 Rev. Samuel Cary, settled Jan. 1, 1809, died Oct. 22, 1815, aged
 Rev. F. W. P. Greenwood, D. D., settled Aug. 29, 1824, died August 2, 1843, aged 46.
 Rev. Ephraim Peabody, settled Jan. 11, 1846.

Brattle Street Church —1699.—Unitarian.

This church was formed December 12, 1699. The present house of this society was erected in 1772, and opened for worship July 25, 1776. The inte-

rior of this house is finished in a style as appropriate and beautiful as any in the city. A wooden house for that purpose had stood on the same site from 1698 to that time.

CLERGY. Rev. Benjamin Colman, D. D., from Aug. 4, 1699, to Aug. 29, 1747, aged 73.

Rev. William Cooper, D. D., set. May 23, 1716, died Dec. 13, 1743, aged 50.

Rev. Samuel Cooper, D. D., set. May 22, 1746, died Dec. 20, 1783, aged 58.

Rev. Peter Thatcher, D. D., set. Jan. 12, 1785, died Dec. 16, 1802, aged 51.

Rev. J. S. Buckminster, set. Jan. 30, 1805, died June 9, 1812, aged 28.

Rev. Edward Everett, LL. D., set. February 8, 1814, left March 5, 1815.

Rev. John G. Palfrey, D. D., set. June 17, 1818, left May 22, 1830.

Rev. S. K. Lothrop, installed June 17, 1834, left

New North Church.—1714.—Unitarian.

The present house of worship belonging to this society, at the corner of Hanover and Clark streets, was dedicated May 2, 1804. Their old house on that spot was erected in 1714. The church was formed May 5, 1714.

CLERGY. Rev. John Webb, settled Oct. 20, 1714, died April 16, 1750.

Rev. Peter Thatcher, settled Jan. 28, 1720, died Feb. 26, 1739, aged 61.

Rev. Andrew Eliot, D. D., set. April 14, 1742, died Sept. 13, 1772, aged 59.

Rev. John Eliot, D. D., settled Nov. 3, 1779, died Feb. 14, 1813, aged 59.

Rev. Francis Parkman, D. D., settled Dec. 8, 1813.

Rev. Amos Smith, settled as colleague, Dec. 7, 1842.

New South Church.—1719.—Unitarian.

The neat and beautifully located stone church belonging to this society, is on Church Green, so called, at the union of Bedford and Summer streets. It was dedicated December 29, 1814. Their first house, on the same spot, was dedicated January 8, 1717. The church covenant was signed by the members, April 15, 1719.

CLERGY. Rev. Samuel Checkley, settled April 15, 1719, died Dec. 1, 1769, aged 73.

Rev. Penuel Bowen, settled April 28, 1766, left May 12, 1772.

Rev. Joseph Howe, settled May 19, 1773, died Aug. 25, 1775, aged 28.

Rev. Oliver Everett, settled Jan. 2, 1782, left May 26, 1792.

Rev. John T. Kirkland, D. D., LL. D., settled Feb. 5, 1794, left Nov., 1810, died April 26, 1840, aged 70.

Rev. Samuel C. Thacher, settled May 15, 1811, died Jan. 2, 1818, aged 32

Rev. F. W. P. Greenwood, settled Oct. 21, 1818, left December, 1820.

Rev. Alexander Young, settled Jan. 19, 1825.

Christ Church.—1722.—Episcopal.

This church is in Salem street, near Copp's hill. It was built in 1723, and first opened on the 20th of December of that year. The society was formed September 5, 1722. The house is seventy feet by fifty. The steeple is one hundred and seventy-five feet high. This church has a peal of eight bells, on all of which are inscriptions. Three are as follows: "We are the first ring of bells cast for the British Empire in North America, A. R. 1744." "Abel Rudball, of Gloucester, cast us all, Anno 1744." "God preserve the Church of England, 1744."

CLERGY. Rev. Timothy Cutler, D. D., set. Dec. 29, 1723, died Aug. 7, 1765.

Rev. James Greaton, settled May 30, 1760, left Aug. 31, 1767.

Rev. Mather Byles, jr., settled Sept., 1768, left April, 1775.

Rev. Stephen Lewis, settled Aug., 1778, left Sept., 1784.

Rev. William Montague, settled June, 1787, left May, 1792.

Rev. William Walter, D. D., settled May 29, 1792, died Dec. 5, 1800.

Rev. Samuel Haskell, settled May, 1801, left Sept., 1803.

Rev. Asa Eaton, D. D., settled Aug. 23, 1803, left May, 1829.

Rev. William Crosswell, A. M., instituted June 24, 1829, left June, 1840.

Rev. John Woart, A. M., instituted Nov. 1, 1840.

Federal Street Church.—1727.—Unitarian.

This church was formed by Irish Presbyterians, in 1727. It adopted the Congregational order in 1786. Their first place of worship was a barn, converted into a meeting-house in 1729. On the same spot, a convenient wooden building was erected in 1744.

In this house the federal constitution was adopted, on the 7th of February, 1788. The present beautiful church, on the place of the two former, at the corner of Federal and Berry streets, was dedicated November 23, 1809.

CLERGY. Rev. John Moorehead, settled March 31, 1730, died Dec. 2, 1773.

Rev. Robert Annan, inst. 1783, dismissed 1786.

Rev. Jeremy Belknap, D. D., inst. April 4, 1787, died June 16, 1798.

Rev. John S. Popkin, D. D., ord. July 10, 1799, dismissed Nov. 28, 1802.

Rev. Wm. E. Channing, D. D., ord. June 1, 1803, died Oct. 2, 1842, aged 62.

Rev. Ezra S. Gannett, D. D., ord. June 30, 1824.

Holls Street Church.—1732.—Unitarian.

The first meeting-house, on the ground where the present church stands, was built of wood, in 1732, dedicated June 18, and the church formed November 14, the same year. This house was burnt April 24, 1787. It was rebuilt in 1788. In 1810, the building was sold and taken down, and the materials removed to a neighboring town, for the construction of a place of worship. The new house was dedicated January 1, 1811.

CLERGY. Rev. Mather Byles, D. D., settled Dec. 20, 1732, left 1777, and died July 5, 1788.

Rev. Ebenezer Wight, settled Feb. 25, 1778, left the same year.

Rev. Samuel West, D. D., set. Mar. 12, 1789, died April 10, 1808, aged 70.

Rev. Horace Holley, LL. D., settled March 9, 1809, left August 24, 1818, died July 31, 1827, aged 47.

Rev. John Pierpont, settled April 14, 1819, dismissed May, 1845.

Rev. David Fosdick, ins. March 3, 1846.

Trinity Church.—1734.—Episcopal.

The corner-stone of the first church of this society, at the corner of Summer and Hawley streets, was laid by the Rev. Roger Price, the 15th of April, 1734. The house, which was of wood, was taken down in 1828, and the present splendid Gothic edifice, of unhewn granite, was erected on the same spot, and solemnly consecrated, November 11, 1829. Both the exterior and interior of this building are very beautiful. The organ in this church is of superior tone, and is said to be one of the most costly in the country.

CLERGY. Rev. Addington Davenport, ind. May 8, 1740, died Sept. 8, 1746.

Rev. William Hooper, ind. Aug. 28, 1747, died April 5, 1767.

Rev. William Walter, D. D., asst. min. Oct. 1763, rector 1767, left 1775.

Rev. Samuel Parker, D. D., asst. min. 1774, rector 1799, died Dec. 7, 1804.

Rev. John S. J. Gardiner, D. D., asst. min. 1792, rector 1805, died 1830.

Rev. George W. Doane, D. D., asst. min. 1828, rector 1830, left 1833.

Rev. John H. Hopkins, D. D., asst. min. Feb. 1831, left Nov. 1832.

Rev. Jonathan M. Wainwright, D. D., rector March, 1833, left Jan. 1838.

Rev. John L. Watson, asst. min. June 1, 1836, left at Easter, 1846.

Rt. Rev. Manton Eastburn, D. D., consecrated bishop, Dec. 29, 1842.

West Church.—1737.—Unitarian.

This church was constituted January 3, 1737. The first meeting-house of this society was of wood, on the spot where the present church now stands, in Lynde street, near Cambridge street. It was erected in 1736, taken down in 1806, and the present church built, and dedicated November 27th, the same year. The house is very handsome, and is seventy-five by seventy-four feet. It contains one hundred and fourteen pews on the lower floor, and fifty in the galleries.

CLERGY. Rev. William Hooper, settled May 18, 1737, left Nov. 19, 1746.

Rev. Jona. Mayhew, D. D., settled June 17, 1747, died July 8, 1766, aged 46.

Rev. Simeon Howard, D. D., settled May 6, 1767, died Aug. 13, 1804, aged 71.

Rev. Charles Lowell, D. D., settled Jan. 1, 1806.

Rev. Cyrus A. Bartol, settled March 1, 1837.

Second Baptist Church.—1743.—Baptist.

This church was formed in 1743, and a house of worship was built on the border of the Mill pond, near Salem street, now Baldwin place, and dedicated March 15, 1746. A new building was erected on the same spot in 1810, seventy-five by eighty feet, and dedicated January 1, 1811.

CLERGY. Rev. Ephraim Board, ord. Sept. 7, 1743, died June 18, 1765.

Rev. John Davis, ord. Sept. 9, 1770, dismissed July 19, 1772.

Rev. Isaac Skillman, D. D., commenced his labors in September, 1773, without a formal installation; dismissed Oct. 7, 1787.

Rev. Thomas Gair, inst. April 22, 1788, died April 27, 1790.

Rev. Thomas Baldwin, D. D., inst. Oct. 11, 1790, died Aug. 29, 1825.

Rev. James D. Knowles, ord. Dec. 28, 1825, dismissed Sept. 20, 1832.

Rev. Baron Stowe, inst. Nov. 15, 1832.

First Universalist Church.—1785.—Universalist.

This society was organized in 1785. Their place of worship has ever been at the corner of Hanover and Bennet streets. Their first house formerly belonged to another society, (Dr. Mather's,) and was built about the year 1740. It was a large wooden building, and the only church of that material in Boston, at the time of its removal, in 1838, for the erection of a large and handsome building in its place.

CLERGY. Rev. John Murray, set. Oct. 24, 1793, died Sept. 3, 1815, aged 74.

Rev. Edward Mitchell, settled Sept. 12, 1816, left Oct. 6, 1817, died in New York, 1834.

Rev. Paul Dean, settled Aug. 19, 1813, left April 6, 1823.

Rev. Sebastian Streeter, settled May 13, 1824.

Church of the Holy Cross.—1788.—Roman Catholic.

Mass was first celebrated in Boston, in an old French church, on School street, November 22, 1788.

The Church of the Holy Cross, in Franklin street, was consecrated by Bishop Carroll, of Baltimore, Maryland, on the 29th of September, 1803. This church is one hundred and fifteen by seventy-two feet, and has a spacious basement story, which, in 1827, was converted into a chapel, capable of seating two thousand children.

FORMER CLERGY. Rev. M. La Poterie, in 1788.

Rev. John Thayer, June 10, 1790.

Rev. F. A. Matignon, D. D., Aug. 20, 1792.

Rev. John L. de Cheverus, D. D., Oct. 3, 1796, was consecrated bishop of Boston, Nov. 1, 1810.

Rev. William Taylor, V. G., 1821.

Rev. Benedict Fenwick, D. D., was consecrated bishop in the room of Dr.

Cheverus, who returned to France, Nov. 1, 1825, and was archbishop of Bordeaux, until he died, July 19, 1836, aged 69.

CLERGY, 1845. Rt. Rev. B. Fenwick, D. D. Bishop Fenwick died August 11th, 1846, aged 64, and was succeeded by his coadjutor, the Rt. Rev. J. B. Fitzpatrick, D. D., a native of Boston.

Rev. Richard B. Hardy.

Rev. George F. Haskins.

Rev. P. F. Lyndon.

Rev. James McGuire.

Rev. Peter Crudden.

Rev. P. Flood.

Rev. James O'Reilly.

First Methodist Episcopal Church.—1792.—Methodist.

No fraternity of Christians denominated *Methodists*, existed in Boston until the year 1784, when the Rev. William Black became a regular preacher. A society was formed in 1792, and in 1795 this society built a neat chapel at the north part of the city, which was dedicated May 15, 1796. At that time there were but fifty communicants. The celebrated George Whitefield had preached in Boston previous to that time, but no society was formed under his ministration.

The corner-stone of a new chapel, for the accommodation of this society, was laid on the 30th of April, 1828; on which occasion a large concourse of people assembled, and by the breaking of the floor, a large portion of the audience were precipitated into the cellar;—many persons were severely injured;—three lost their lives. This house is on North Bennet street. It was dedicated September 28, 1828.

PREACHERS. 1841. Rev. James Porter.

1845. Rev. Jonathan D. Bridge.

First Christian Church.—1804.—Christian.

This church was organized in 1804, by Elder Abner Johnes. Their house of worship is at the corner of Summer and Broad streets, and was dedicated December 29, 1825.

CLERGY. Elder Abner Johnes, from 1804 to 1807.

Supplied from 1807 to 1816.

Elder Elias Smith, from 1816 to 1817.

Supplied from 1817 to 1819.

Elder Simon Clough, from 1819 to 1824.

Supplied from 1824 to 1825.

Elder Charles Morgredge, from 1825 to 1826.

Supplied from 1826 to 1828.

Elder Isaac C. Goff, from 1828 to 1829.

Elder J. V. Himes, from 1830 to 1837.
 Elder Simon Clough, from 1837 to 1839.
 Elder Edwin Burnham, from 1839 to 1840.
 Elder J. S. Thompson, from 1841 to 1844.
 Elder Edmond Edmonds, from 1844.

African Baptist Church.—1805.—Baptist.

This church was formed in 1805, and their house of worship, on Belknap street, was dedicated the same year.

CLERGY. Rev. Thomas Paul, ind. 1805, dis. 1829, died Apr. 23, 1831, aged 54.
 Rev. Washington Christian ind. 1832, dis. 1832.
 Rev. Samuel Gooch, ind. 1832, dis. 1834.
 Rev. John Given, ind. 1834, dis. 1835.
 Rev. Armstrong Archer, ind. 1836, dis. 1837.
 Rev. George H. Black, ind. 1838, dis. 1841.
 Rev. J. T. Raymond, ind. 1842.

Second Methodist Church.—1806.—Methodist.

This chapel is in Bromfield street. It is eighty-four by fifty-four feet, and was dedicated on the 19th of November, 1806. It contains a spacious vestry.

CLERGY. 1841. Rev. Stephen Lovell.
 1845. Rev. Stephen Remington.

Third Baptist Church.—1807.—Baptist.

The place of worship of this society is in Charles street. Their church was constituted and the building dedicated, August 5, 1807. The building is seventy-five feet square, and cost twenty-seven thousand dollars.

CLERGY. Rev. Caleb Blood, settled Oct. 5, 1807, left June 5, 1810.
 Rev. Daniel Sharp, D. D., settled April 29, 1812.

Park Street Church.—1809.—Unitarian.

This beautiful house, at the corner of Park and Tremont streets, was dedicated January 10, 1810. The church was constituted February 27th, 1809.

This house is one hundred and six feet long, including the vestibule of about twenty feet, and eighty-two feet in width. On the floor of the house are one hundred and thirty-four pews, and fifty in the side galleries. From the top of the vane on the steeple of this church, to the pavement, is two hundred and eighteen feet. In 1840, the interior of this house was much improved, at an expense of about twenty thousand dollars. The body of the house is very handsome, and the basement is converted into commodious

halls or rooms for various purposes. The cellar of the building is now appropriated for a cemetery.

CLERGY. Rev. Edward D. Griffin, inst. July 31st, 1811, dis. April 17, 1815
 Rev. Sereno E. Dwight, ord. Sept. 3, 1817, dis. April 10, 1826.
 Rev. Edward Beecher, ord. Dec. 27, 1826, dis. Oct. 28, 1830.
 Rev. Joel H. Linsley, inst. Dec. 5, 1832, dis. Sept. 28, 1835.
 Rev. Silas Aiken, inst. March 22, 1837.

St. Matthew's Church.—1816.—Episcopal.

This parish was formed at South Boston, March 31, 1816. The church was consecrated June 24, 1818.

CLERGY. Rev. J. L. Blake became rector in 1824, left 1834.
 Rev. Horace L. Conolly, rector, 1835, left June, 1838.
 Rev. Joseph H. Clinch, rector, 1838.

Second Universalist Church.—1816.—Universalist.

The church in School street was incorporated December 13, 1816, and the house dedicated October 16, 1817. The house is seventy-five feet long and sixty-seven wide.

CLERGY. Rev. Hosea Ballou, settled Dec. 25, 1817.
 Rev. E. H. Chapin, colleague, settled Feb. 7, 1846.

The New Jerusalem Church.—1818.—Swedenborg.

This society was formed August 15, 1818, and for many years worshipped in a neat hall in Phillips' place, near the Tremont House.

In 1845, the society built a place of worship, fronting on Bowdoin street, near Beacon street. The exterior of this church is not easily seen from the street, but its interior is unique and very beautiful.

The entrance, which is of Gothic architecture, is fifteen feet in width, and passes through a vestibule forty feet long, neatly finished with a series of wooden spandrels, appropriately connected with the panel work of the ceiling. The auditory is sixty-two feet by eighty, in the clear on the floor, and contains one hundred and ten pews, of bold and original design. The three galleries contain fifty-six, making in all one hundred and sixty-six pews. The entire ceiling is finished with groined arches, and so formed as to admit light through the roof to the nave of the ceiling, which produces a soft and agreeable effect. The line of the nave at the apex is eighty-nine feet long, and fifty feet high from the auditory floor. The stairs ascending to the galleries are placed in the two front corners, on either side of the entrance doors, and so finished as to give a grace to its general appearance. The easterly end forms a peculiarly elegant and grand feature of the edifice, there being placed

on the centre of the chancel, a lofty tabernacle, designed for a depository of the Sacred Scriptures, and a pavilion on either side of it, all of which are highly ornamental.

The pulpit and organ are on the main floor; the former on the left of the chancel, and the latter on the right.

CLERGY. Rev. Thomas Worcester, settled August 17, 1828.

African Methodist Episcopal Society.—1818.—Methodist.

This society was organized about 1818. Their church, in May street, was dedicated October 24th, 1824.

CLERGY. Rev. Samuel Snowden.

James' Place Church.—1819.—Unitarian.

This church, at South Boston, was formed in 1819. The house was dedicated January 1, 1833.

CLERGY. Rev. Lemuel Capen, settled in 1823, and left in 1839.

Rev. Charles C. Shackford was ordained May 19, 1841.

Union or Essex Street Church.—1819.—Trinitarian.

This church was formed, and James Sabine became its pastor, on the 27th of January, 1819. The house in Essex street was dedicated in December, 1819. In 1841, this house was remodelled, and both its exterior and interior appearance was much improved, at an expense of about fifteen thousand dollars. The basement part now contains a large and commodious vestry and other rooms. Mr. Sabine left the 16th of March, 1822. The Union Church was formed August 26, 1822.

CLERGY. Rev. Samuel Green, inst. March 26, 1823, dis. March 26, 1834.

Rev. Nehemiah Adams, inst. March 26, 1834.

St. Augustine's Church.—1819.—Catholic.

This church, at South Boston, was erected in 1819, enlarged in 1825, and consecrated in 1833. Around this church is a Catholic cemetery, which is beautifully shaded, and makes an impressive appearance. It is now used only for the performance of funeral services.

St. Paul's Church.—1820.—Episcopal.

The corner-stone of this beautiful building, on Tremont street, was laid September 4th, 1819, and the church was consecrated June 30, 1820.

CLERGY. Rev. Samuel Farmar Jarvis, D. D., inst. July 7, 1820, resigned Aug. 22, 1825.

Rev. Alonzo Potter, D. D., inst. Aug. 29, 1826, dis. Sept. 6, 1831.

Rev. John S. Stone, inst. June 19, 1832, dis. June 7, 1841.

Rev. Alex. H. Vinton, D. D., inst. June, 1842.

Bulfinch Street Society.—1822.—Unitarian.

This society was formed in 1822. The house in Bulfinch street was dedicated May 6, 1823.

CLERGY. Rev. Paul Dean, inst. May 7, 1823, resigned May 3, 1840.

Rev. Frederick T. Gray, inst. Nov. 26, 1839

Leyden, or Green Street Church.—1823.—Unitarian.

The Green Street Church was constituted December 30, 1823. The house was dedicated October 25th, 1826, and the Rev. William Jenks, D. D., was installed the same day. A union with this and Garden Street Church, and their pastor, Rev. William B. Chapman, commenced July 15, 1844, and terminated October 2d, 1845. This, the Messiah Church, now (1846) worships at the Tremont Temple. The Leyden Church, with their pastor, became connected with the Green Street Church, October 19, 1845. Dr. Jenks, and a large number of his former church, remain at the old place of worship.

CLERGY. Rev. Jos. H. Towne, ins. pastor of Leyden Church, Feb. 28, 1844.

Phillips' Church.—1823.—Unitarian.

This church, at South Boston, was constituted December 10, 1823. The house was dedicated March 9, 1825. That house was taken down, and a new and handsome house erected on the same site, in 1836. This building is seventy-eight by sixty-five feet, and cost, exclusive of the land, fourteen thousand five hundred dollars.

CLERGY. Rev. Prince Hawes, settled April 28, 1824, left April 18, 1827.

Rev. Joy H. Fairchild, settled Nov. 22, 1827, left May 16, 1842.

Rev. William W. Patton, settled Jan. 18, 1843, left January 6, 1846.

Chambers Street Church.—1825.—Unitarian.

This church, styled "the Twelfth Congregational Church," was constituted January 28, 1825. The house was dedicated October 13, 1824.

CLERGY. Rev. Samuel Barrett, ordained Feb. 9, 1825.

Bowdoin Street Church.—1825.—Unitarian.

Constituted July 18, 1825. Their house in Hanover street was burnt Feb. 1. 1830. The present stone house was dedicated June 16, 1831.

CLERGY. Rev. Lyman Beecher, D. D., inst. March 22, 1826, dismissed Sept. 26, 1832.

Rev. Hubbard Winslow, inst. Sept. 26, 1832, left 1844.

Rev. J. W. Waterbury, D. D., installed Sept. 1846.

Purchase Street Church.—1826.—Unitarian.

This society was formed in 1825. House dedicated August 24, 1826.

CLERGY. Rev. George Ripley, ord. Nov. 8, 1826, dis. March 28, 1841.

Rev. James I. T. Coolidge, ord. Feb. 9, 1842.

Pitts Street Chapel.—1826.—Unitarian.

This church and society were gathered in 1826, by the late lamented Joseph Tuckerman, D. D., who died at Havana, April 20, 1840, aged 63. After Dr. Tuckerman left, the officiating clergymen were Rev. Charles F. Barnard, Rev. Frederick T. Gray, and Rev. Robert C. Waterston. Mr. Waterston has recently been invited to the pastoral charge of a newly organized society. **CLERGY.** 1846, Rev. Andrew Bigelow, D. D., Rev. Warren Burton.

Salem Street Church.—1827.—Unitarian.

Society formed September 1, 1827. House dedicated January 1, 1828.

CLERGY. Rev. Justin Edwards, D. D., inst. Jan. 1, 1828, dis. Aug. 20, 1829

Rev. George W. Blagden, inst. Nov. 3, 1830, dis. Sept. 5, 1836.

Rev. Joseph H. Towne, inst. June 2, 1837, left January, 1844.

Rev. Edward Beecher, D. D., settled 1844.

Pine Street Church.—1827.—Unitarian.

This church was constituted September 2, 1827. The house, on Washington street, was dedicated December 25, 1827. The house is seventy-one by eighty feet; it contains one hundred and eighty-two pews, and large rooms in the basement story.

CLERGY. Rev. Thos. Skinner, D. D., inst. April 19, 1828, dis. Aug. 27, 1828.

Rev. John Brown, D. D., inst. March 14, 1829, dis. Feb. 16, 1831.

Rev. Amos A. Phelps, inst. Sept. 13, 1831, dis. March 26, 1834.

Rev. Artemas Boies, inst. Dec. 10, 1834, dis. Nov. 9, 1840.

Rev. Austin Phelps, ord. March 31, 1842.

South Congregational Church.—1827.—Unitarian.

This society was formed in 1827, and the house, on Washington street, at the south part of the city, was dedicated Jan. 30, 1828. This is a neat building, and contains one hundred and forty-six pews.

CLERGY. Rev. Malish Mott, settled May 21, 1828, left July, 1842.
Rev. Frederick D. Huntington, ordained Oct. 19, 1842.

Federal St. Baptist Church.—1827.—Baptist.

This society was organized, and the house on Federal street was dedicated July 18, 1827. In March, 1845, the house was sold to make room for warehouses, and a beautiful spot purchased on Bedford street, for the erection of another. The society now worships at the Melodeon.

CLERGY. Rev. Howard Malcolm, settled in Nov. 1828, left Sept. 1835.
Rev. George B. Ide, settled Dec. 30, 1835, left April, 1838.
Rev. Hansel G. Nott, settled May 23, 1839, left June, 1840.
Rev. William Hague, settled Sept. 1840.

Bethel Church.—1828.—Methodist.

This Mariners' Bethel, on North square, was erected by the "*Boston Port Society*," in 1828, at an expense of twenty-eight thousand dollars. The house is eighty-one by fifty-three feet, and will contain fifteen hundred persons.

CLERGY. Rev. E. T. Taylor, from the commencement.

Mariner's Church.—1828.—Unitarian.

The church was gathered in 1828, and the corner-stone of the house, on Purchase street, was laid August 11, 1829. It was dedicated January 20, 1830. The patrons of this Bethel are connected with the "*Sailor's Home Society*."

CLERGY. Rev. Jonathan Greenleaf, chosen Feb. 13, 1830, dis. Nov. 2, 1833.
Rev. Daniel M. Lord, inst. Nov. 11, 1834.

St. Stephen's Church.—1829.—Episcopal.

This city mission church and society was formed by the Rev. Asa Eaton, in June, 1829. The corner-stone of their new church, on Purchase street, was laid in March, 1845. It is of the Gothic style of architecture, built of red sand-stone, and erected at the sole expense of WILLIAM APPLETON, Esq., of Boston. Consecrated Oct. 5, 1846.

CLERGY. Rev. Asa Eaton, to Feb., 1837.
Rev. Mr. Mc Burney, to 1843.
Rev. E. M. P. Wells, to 1844.

Grace Church.—1829.—Episcopal.

This society was formed in 1829, under Rev. James Sabine, who continued to officiate a few months in Piedmont, now Church street. Rev. George F. Haskins officiated from October 15, 1830, to October 15, 1831, when he resigned. They gave up the church in Piedmont street, in February, 1834, and removed to a small building in Bedford street. They were destitute of a regular minister from 20th September, 1831, till July 19, 1832. Most of the Episcopal ministers in the city officiated during that time. Rev. Samuel McBurney became their minister for one year, 19th July, 1832. The society removed to Boylston Hall on the first Sunday in August, 1833. Rev. Zechariah Mead became rector September 8th, commenced the charge 20th December, 1833, and left January, 1836. This society now worship in a beautiful church on Temple street, which was consecrated June 14, 1836.

CLERGY. Rev. Thomas M. Clark, rector, 1836, left Dec. 1842.

Rev. Clement M. Butler, became rector May 24, 1844.

Fourth Universalist Society.—1830.—Universalist.

This house, at South Boston, was dedicated in 1830.

CLERGY. Rev. Benj. Whittemore, settled July, 1830, left in April, 1843

Rev. T. D. Cook, settled Jan. 1st, 1844.

South Baptist Church.—1831.—Baptist.

This church was a branch of Federal street Baptist Church from August, 1828, until March, 1831, when it became independent. The house of worship of this church and society, on Broadway, South Boston, composed the materials of the house of the First Baptist Society in Boston. In the vestry of this church is the old pulpit which the eloquent Dr. Stillman occupied. The house was dedicated July 22, 1830.

CLERGY. Up to Aug. 28, 1828, Rev. Harvey Ball and Rev. Otis Wing were the officiating clergymen.

Rev. Thomas Driver was ordained April 16, 1829, left in 1830.

Rev. Rollin H. Neal, settled Sept. 15, 1833, and left March 19, 1834.

Rev. Timothy R. Cressy, settled March, 1834, left June 22, 1835.

Elders Naylor, Colver, Jackson, and others supplied the pulpit till Nov. 1838.

Rev. Thomas Driver returned, and was settled. In April, 1843, Mr. Driver resigned, and some months after was succeeded by the

Rev. Duncan Dunbar.

Third M. E. Church.—1834.—Methodist.

This church, in Church street, was constituted in August, 1834.

PREACHER, 1841, Rev. Thomas C. Peirce. 1845, Rev. Miner Raymond.

Free Will Baptist Church.—1834.—Free Will Baptist.

This church, previously established, adopted the above name in 1834. Their present place of worship is in Bethel hall, on Union street.

CLERGY. Rev. J. W. Holman, settled in 1834.

Warren Street Chapel.—1835.—Unitarian.

Public worship was commenced at this place, by the city missionary society, in 1835. In 1841, a neat and commodious chapel was erected, and dedicated in February of that year.

CLERGY. Rev. Charles F. Barnard, Mr. Barnard's services are confined to children.

Fifth Universalist Society.—1835.—Universalist.

This society was formed in January, 1835. For three years its meetings were held in Boylston Hall. The church was publicly recognized in January, 1837. In June, 1838, the corner-stone of the meeting-house on Warren street, was laid with appropriate religious services. This house is of brick, very neat, and contains one hundred and sixty-six pews, besides a gallery for the singers, a fine-toned organ, a large vestry, and three school-rooms. It was dedicated January 30, 1839.

CLERGY. Rev. Otis A. Skinner, installed January 16, 1836, left Apl. 1846.

Central Church.—1835.—Unitarian.

This church was organized May 11, 1835, and was called the Franklin Street Church. Their place of worship was the Odeon, formerly the Federal Street Theatre. An elegant meeting-house for this church and society has been erected on Winter street, and was consecrated December 31, 1841. It contains an organ of superior power and tone, and large and convenient halls in the basement story.

The body of the house is seventy by seventy-six and a half feet, and the vestibule and portico forty-four by fifty-three and a half feet. The front is composed wholly of granite, and is in point of style, in the most simple form of Grecian architecture. *A temple in antis.* The columns and antæ are elevated on a stylobate five and a half feet high. The shafts of the columns are each composed of a single block of granite, three feet six inches and a half in diameter at the base, with twenty-four flutings in each shaft. The height of the columns, including base and capitals, is thirty-two feet, sur-

mounted by an entablature nine feet high. The order of architecture is Corinthian, taken from the Chrovagic monument of Lysocrates.

There are one hundred and twenty-four pews on the principal floor of the house, in circular form, every seat facing the speaker. The pulpit is of beautiful marble, opposite the entrances, and standing partly within an alcove, and between two Corinthian columns in antis. The columns are eighteen feet high, and stand on marble plinths, three feet four inches high, and with their capitals and entablature, are in every particular copied from the order of architecture of Lysocrates' monument, with the exception of the dentil band under the cornice. The entrances to the pulpit are on each side, by a flight of steps between the columns and antæ. The entablature is continued on all sides of the house. The ceiling is in the form of a dome, resting on spandrels, having their apparent support from piers in the angles of the building. The height of the ceiling from the principal floor is thirty-four feet four inches, and together with the walls is ornamented with delicate fresco paintings, in imitation of panels. There are galleries on three sides of the house, which contain thirty-six pews, and seats for the choir. The body of the house is lighted by fourteen windows, four feet eight inches wide, and eighteen feet high, and by a circular window in the ceiling, of variegated stained glass, sixteen feet in diameter.

CLERGY. Rev. William M. Rogers, installed Aug. 6, 1835.

Rev. George Richards, was ordained as colleague-pastor, Oct. 1845.

First Free Church.—1835.—Unitarian.

This church was organized July 16, 1835. The society worshipped, the first three years of its existence, in Congress and Amory halls. The cornerstone of the *Marlboro' Chapel*, on Washington street, was laid August 17, 1837. The chapel was dedicated May 24, 1838. It contains a number of spacious halls, the largest of which will accommodate two thousand persons.

CLERGY. Rev. Charles Fitch was inst. May 24, 1836, and dis. Sept. 3, 1836.

Rev. A. A. Phelps settled Dec. 4, 1838, inst. July 24, 1839, and dis. 1840.

Rev. William R. Chapman supplied the pulpit from July, 1840, to April, 1841, at which time the church was divided, in consequence of a difference of views in regard to the doctrine of perfection, and that part of the church that held to the established *Orthodox* views on the subject, took their dismission, and were organized into a new church, and with Mr. Chapman for their pastor, commenced public worship at the Garden Street Chapel.

A considerable part of the church continued to worship at the Marlboro' Chapel, and employed Rev. John Starkweather, (a perfectionist,) to supply the pulpit till November, 1841.

From that time until the *dissolution of the church*, which took place in 1843, the pulpit was supplied by Rev. C. G. Finney, and Rev. William P. Russell.

The large hall is now occupied by the *Chinese Museum*.

St. Mary's Church.—1836.—Roman Catholic.

This church, in Endicott street, was consecrated by Bishop Fenwick, on the 22d of May, 1836. It is built of rough stone, and has a large basement.

CLERGY. Rev. Patrick Flood, and Rev. James O'Reilly.

St. Patrick's Church.—1836.—Roman Catholic.

This church, on Northampton street, was consecrated by Bishop Fenwick on the 11th of December, 1836.

CLERGY. Rev. Thomas Lynch.

Maberick Church.—1837.—Trinitarian.

This church and society, at East Boston, had a neat house of worship erected in 1837, but since, this has been sold, and a large and more commodious edifice built, which was dedicated in 1845.

CLERGY. Rev. William W. Newell was installed in 1838, and left in 1841. Rev. Amos A. Phelps, was installed March 2, 1842, and left in 1845.

Zion Church.—1838.—Methodist.

This Methodist Episcopal Church was constituted in June, 1838. The society is composed of colored people, who worship in a house on West Centre street, forty by twenty-four feet. The society is quite numerous; and it is to be hoped that this community of humble Christians will ere long have a larger and more convenient place of worship.

CLERGY. Rev. Jehiel C. Beman, from its formation.

Second African M. E. Church.—1838.—Methodist.

This church was formed in 1838. The place of worship of this society is in West Centre street.

CLERGY. Rev. Henry Johnson.

Fourth Methodist Episcopal Church.—1839.—Methodist.

The chapel of this society is in North Russell street, in the west part of the city. It was dedicated January 15, 1839.

PREACHER in 1839, Rev. Moses L. Scudder. In 1845, Rev. George Landon.

Barbours Street Church.—1839.—Baptist.

This church was constituted March 27, 1839. Their first place of worship was Boylston Hall; the second, the Melodeon; the third, the new and handsome

house at the corner of Harvard street and Harrison avenue. The cornerstone of this building was laid in May, 1842. It will accommodate about twelve hundred people. It has a commodious vestry.

CLERGY. Rev. Robert Turnbull, installed Aug. 25, 1839, left June 1845.

Rev. Joseph Banvard, installed March 15, 1846.

Tremont Street Baptist Church.—1839.—Baptist.

This church was constituted in March, 1839, and for some time worshipped in a hall at the corner of Tremont and Bromfield streets. In 1843, the society purchased the Tremont Theatre, and converted it into a place of worship, and called it the "Tremont Temple." See *Public Buildings*.

CLERGY. Rev. Nathaniel Colver, settled in 1839.

Suffolk Street Chapel.—1839.—Unitarian.

This church and society were gathered by the Rev. John T. Sargent. The chapel was erected in 1839, at an expense of about fifteen thousand dollars, the land being given to the society by the city. It was dedicated February 5, 1840, by the Rev. J. T. Sargent, the pastor of the church. Mr. Sargent left Dec. 31, 1844. Rev. Samuel B. Croft, settled 1845.

Chardon Street Chapel.—1839.—Christian.

This church was organized February 1, 1839. The place of worship was Chardon Street Chapel, which was dedicated November 7, 1838. This society is now blended with the Millerites, who worship in a hall on Milk Street, and the chapel belongs to the West Society of Universalists.

Bowdoin Square Baptist Church.—1840.—Baptist.

This house is beautifully located on Bowdoin square, at the corner of Chardon street, and was completed in the autumn of 1840. Its front is of unhammered granite, the side and rear walls of brick. On the floor and in the galleries are one hundred and seventy-six pews, affording comfortable seats to a congregation of one thousand three hundred. It is eighty feet in length, exclusive of a tower of ten feet, and seventy-three and a half feet in breadth. In the basement of the house is a spacious and convenient vestry, committee rooms, &c.

The cost of the land was twenty-five thousand one hundred and thirty-eight dollars; of the building, organ, carpets, &c., forty-two thousand four hundred and sixty-two dollars; total cost, sixty-seven thousand six hundred dollars.

This house is built in the most substantial manner, and for neatness and good taste, is not excelled by any structure of the kind in the city. The church was constituted and the house dedicated November 5, 1840.

CLERGY. Rev. R. W. Cushman, installed July 8, 1841.

Fifth M. E. Church.—1840.—Methodist.

The house of this society is at South Boston. Dedicated June 17, 1840.
 PREACHER, in 1845, Rev. Joseph Whitman.

Sixth Universalist Society.—1840.—Universalist.

This society was organized in September, 1840. In December, 1842, the corner-stone of their meeting-house was laid, and dedicated July 5, 1843. The house is situated on Webster street, and contains one hundred pews.

CLERGY. Rev. Sylvanus Cobb, settled Sept. 1, 1840, left May 1, 1844.
 Rev. Alexander Hichborn, settled 1844.

German Evangelical Church.—1840.—German Protestant.

This society was organized in 1840, and worship in a building in Shawmut street, near Pleasant street.

CLERGY. Rev. George J. Kempe.

German Lutherans.—1841.—Lutheran.

This society worship in Suffolk street, near Dover street. The church was formed in 1841.

CLERGY. Rev. Frederick Schmidt.

Church of the Disciples.—1841.—Unitarian.

This society was gathered in the early part of 1841, founded on the Socia. Principle, and is supported entirely by voluntary contribution. The society worship at Masonic Temple, under the pastoral care of Rev. James F. Clarke. This society is quite large, and contemplate erecting an elegant house of worship.

Mount Vernon Church.—1842.—Unitarian.

This church was formed January 1, 1842, and worshipped in Masonic Temple, until their new and beautiful house in Sommerset place, between Sommerset and Belknap streets, was dedicated, January 4, 1844. This house is ninety-seven feet long, and seventy-five feet wide; it contains one hundred and thirty-two pews on the lower floor, and fifty in the galleries, and will seat about thirteen hundred persons. There is a chapel in the basement of the house, of sufficient size to seat six hundred people. The house and land cost about fifty-five thousand dollars.

CLERGY. Rev. Edward N. Kirk, installed Jan. 1, 1842.

West Universalist Society.—1843.—Universalist.

This society held its first meeting for organization, December 18th, 1843; subsequently purchased the Chardon Street Chapel, and opened the same with appropriate religious exercises. This society became a body corporate, in conformity with existing provisions of law, January 30, 1844.

CLERGY. Rev. Thomas C. Adam, ordained March 12th, 1845.

Church of the Messiah.—1843.—Episcopal.

This church was organized in May, 1843. Their place of worship is at the corner of Washington and Common streets.

CLERGY. Rev. George M. Randall, rector.

The Third Christian Church.—1843.—Christian.

The Third Christian Church was organized in 1843. This society now worship in a Chapel in the Coliseum, on Tremont street.

CLERGY. Rev. P. R. Russell.

East Boston Baptist Church.—1844.—Baptist.

This church commenced public worship in a spacious hall, finished for the purpose, in October, 1843, and was publicly recognized in October, 1844.

CLERGY. Rev. Hiram A. Graves supplied the pulpit till December, 1844, when Rev. Joseph M. Graves was settled as pastor.

Church of St. Peter and St. Paul.—1844.—Roman Catholic.

This massive structure of stone, located on Broadway, South Boston, is nearly completed. It is sixty-one and a half feet in front, and one hundred and six feet in the rear. The spire of this church will be of stone, even to the symbol of the cross at its summit, one hundred and seventy-six feet from the ground. Being in an elevated situation, this church will form a new and tasteful feature in the view of that section of the city.

CLERGY. Rev. Terence Fitzsimmons.

Free Church.—1844.—Roman Catholic.

This church is located on Moon street.

CLERGY. Rev. J. B. McMahon.

Church of the Advent.—1844.—Episcopal.

This society worship in a hall on Merrimack street. The church was organized in 1844.

CLERGY. Rev. William Croswell, rector.

Church of the Holy Trinity.—1844.—Roman Catholic.

This church is for German Catholics. It is situated on Suffolk street.

CLERGY. Rev. Mr. Plathe.

Church of St. Nicholas.—1844.—Roman Catholic.

This church is at East Boston.

CLERGY. Rev. Nicholas O'Brien.

Church of the Saviour.—1845.—Unitarian.

This church was instituted in February, 1845. They have purchased a favorable lot on Bedford street, (the site of the late Judge Prescott's mansion,) and are building a handsome church.

CLERGY. Rev. R. C. Waterston.

Friend Street Baptist Church.—1845.—Baptist.

This society has been gathered under the ministry at large. They worship at the corner of Friend and Deacon streets.

CLERGY. Rev. William Howe.

Broadway Church.—1845.—Unitarian.

This church, at South Boston, was organized July 1, 1845, and a pastor installed, May 22, 1846.

CLERGY. Rev. Moses G. Thomas.

Bayson Church.—1845.—Unitarian.

This church was organized in July, 1845. Their place of worship is at the corner of Broadway and B street, South Boston.

CLERGY. Rev. Joy H. Fairchild, installed 19th November, 1845.

Boston Baptist Bethel.—1845.—Baptist.

This society is under the care of the Boston Baptist Bethel Society. Place of worship, corner of Lewis and Commercial streets.

CLERGY. Rev. Phineas Stow.

South Universalist Society.—1845.—Universalist.

This society was organized February 28th, 1845. Their place of worship is in a hall on the corner of Canton and Suffolk streets.

CLERGY. E. W. Coffin, 1845.

Universalist Free Church.—1845.—Universalist.

This church was established in 1845. Their place of worship is at the corner of Purchase and Pearl streets.

CLERGY. Rev. A. P. Cleverly.

Seamen's Chapel.—1845.—Episcopal.

Their place of worship is at the corner of Ann and Ferry streets.

CLERGY. Rev. John P. Robinson, rector.

Warren Street Church.—1845.—Unitarian.

This church was organized in August, 1845. Their place of worship is at the "Warren Street Chapel." Clergy,—Rev. Thomas B. Fox.

Suffolk Street Union Church.—1845.—Unitarian.

This church was formed by the City Missionary Society, Nov. 20, 1845, and the Rev. George A. Oviat was installed the same day. Their Chapel is in Suffolk street.

Pilgrim Society.—1846.—Unitarian.

This society was incorporated by the Legislature in 1846, by the name of "the Pilgrim Congregational Society." Their place of worship, for the present, is in the Tremont Temple. This society is associated with the *Messiah Church*. See page 91. Rev. M. H. Smith, ins. Oct. 18, 1846.

First Presbyterian Church.—1846.—Presbyterian.

This church was organized in September, 1846. Their place of worship, for the present, is in Phillips place, on Tremont street.

CLERGY. Rev. Alexander Blaikie.

NOTE.

As the settlement of the first minister in a town is quite an interesting event in its history; so important, in our view, that we consider no town worthy of being incorporated, which continues any length of time without an organized ministry by one or more of the various denominations of Christians:

We have, therefore, in our descriptions of most of the towns in Massachusetts, given the date of the settlement of the first minister, and organization of the first church.

With the exception of Boston, Salem, and a few other of the oldest towns in the state, those brief notices of the churches, we regret to say, are all which the limits of this work would permit.

FINANCES OF THE CITY.

The amount of the city debt on the first day of June, 1846, was \$1,048,866 66. The receipts during the financial year, from the 30th April, 1845, to the 30th of April, 1846, were \$1,370,861 84. The expenditures were, during the same period, \$1,239,138 24.

Besides the public property in the Common, Fort hill, buildings, wharves, islands, lands appropriated for city uses, fire apparatus, reservoirs, &c., &c., the city own the lands improved as a public garden, containing about a million feet; also five millions and a half feet of land on both sides of the Neck, besides lots of land on Boylston and Pleasant streets, Court square, and other parts of the city, comprising an area of from sixty to seventy-five thousand feet. These lands are exclusive of streets, burial grounds, and public squares, already laid out.

Most of these lands are very valuable, and sales of them are rapidly making; their aggregate value cannot be estimated, but is known to be millions more than the city debt.

CITY GOVERNMENT.

The city of Boston was incorporated February 23, 1822, and is divided into twelve wards. Its officers are a mayor, eight aldermen, forty-eight common council men, twelve overseers of the poor, and twenty-four school committee men. They are chosen on the second Monday in December. The government is organized on the first Monday in January.

THE MAYOR AND ALDERMEN are elected by general ticket. The mayor nominates the officers appointed by the mayor and aldermen.

The aldermen receive no pay.

THE COMMON COUNCIL are elected by the wards. They receive no pay. The two branches of the city government usually act separately, and they each have a negative upon the proceedings of the other. In their collective capacity, they are called the CITY COUNCIL.

THE CITY COUNCIL appoint the city officers, and fix their compensation, and determine the number of the representatives of the city to the legislature.

The officers appointed by them are the city clerk, clerk of the common council, city and county treasurer, city marshal, superintendent of the sewers, auditor, city solicitor, resident physician, superintendent of burial grounds, assessors, overseers of the House of Correction, directors of the House of Industry and the House of Reformation.

The offices and meetings of the city government are in the City Hall, on Court Square, between Court and School streets.

SUCCESSION OF MAYORS.

John Phillips,	1822 to 1823.
Josiah Quincy,	1823 to 1829.
Harrison Gray Otis,	1829 to 1832.
Charles Wells,	1832 to 1834.
Theodore Lyman, jr.,	1834 to 1836.
Samuel T. Armstrong,	1836 to 1837.
Samuel A. Elliot,	1837 to 1840.
Jonathan Chapman,	1840 to 1843.
Martin Brimmer,	1843 to 1845.
Thomas A. Davis,	1845.

COURTS IN BOSTON.

Circuit Court of the United States. This court is holden at Boston May 15, and October 15, annually.

District Court of the United States. This court is holden at Boston on the third Tuesday in March, and fourth Tuesday in June, the second Tuesday in September, and first Tuesday in December.

Special terms of this court are frequently held, at the discretion of the judge.

Supreme Court of Massachusetts for the Counties of Suffolk and Nantucket.
LAW TERM. In Boston on the first Tuesday in March. **NISI PRIUS TERM.** In Boston, on the seventh Tuesday after the fourth Tuesday in September. Adjourned Nisi Prius Terms of the Supreme Court in other counties are frequently holden in Boston.

Court of Common Pleas. A term of this court is holden in Boston quarterly, commencing on the first Tuesday in January, the first Tuesday in April, the first Tuesday in July, and the first Tuesday in October.

Municipal Court. This court is holden for the trial of criminal actions, for the city of Boston. The judges of the Court of Common Pleas preside alternately in this court. It is holden on the first Monday of each month.

The Police Court of the City, for the trial of criminal cases, is a court of similar, but inferior jurisdiction to the Municipal Court. It sits daily. Three justices preside alternately in this court. There is no jury. An appeal lies to the Municipal Court.

Justices' Court. This is a court for the trial of civil suits, under twenty dollars. The justices who preside in the Police Court alternately preside here. There is no jury. An appeal lies to the Court of Common Pleas. This court

is holden twice in a week, at nine o'clock in the morning, on Wednesday and Saturday. It is a court of record, and much of the minor business of the city is transacted here.

The Probate Court is holden at the probate office every Monday in the months of January, February, March, April, and May; the second and third Mondays in June; and every Monday except the first, in August, September, October, November, and December.

All the above-mentioned courts, excepting the Probate Court, are holden in the court-house, in Court street.

The clerks of the courts mentioned, excepting the Probate Court, have their offices, and the law library, belonging to the members of the Suffolk bar, in this building.

The office for the Registry of Deeds, and the Probate Office, are in another building in Court square.

BANKING INSTITUTIONS.

[From Legislative Returns, July, 1844.]

Banks.	Capital Stock.	Gold, Silver, and other coin- ed metals in their Banking houses.	Total amount of the resources of the Banks.	Bills in Circulation.	
				Of \$5 and up- wards.	Less than \$5.
Atlantic, ...	\$500,000	\$75,120 22	\$986,313 53	\$170,515	\$19,902
Atlas, ...	500,000	14,337 30	1,073,338 98	126,525	11,887
Boston, ...	600,000	368,618 37	1,732,354 35	205,492	49,304
City, ...	1,000,000	36,341 10	1,761,176 42	152,450	17,910
Columbian, ...	500,000	204,579 63	1,171,623 48	140,000	18,253
Eagle, ...	500,000	61,727 84	1,273,018 09	159,455	11,663
Freeman's, ...	150,000	25,650 27	364,120 08	108,145	18,837
Globe, ...	1,000,000	225,653 93	2,377,093 87	249,496	56,710
Granite, ...	500,000	44,081 13	962,913 87	183,600	21,026
Hamilton, ...	500,000	50,085 96	1,013,423 39	163,475	40,716
Market, ...	560,000	66,816 34	1,172,955 66	161,913	14,296
Massachusetts, ...	800,000	105,512 05	1,526,434 80	155,032	16,998
Mechanics, ...	120,000	9,330 34	260,059 53	81,365	27,045
Merchants, ...	2,000,000	1,339,331 83	6,262,348 46	662,845	481
New England, ...	1,000,000	65,482 67	1,605,799 20	149,462	15,635
North, ...	750,000	54,700 48	1,347,868 98	185,080	22,829
Shawmut, ...	500,000	48,975 36	897,958 06	122,170	9,068
Shoe and Leather Dealers, ...	500,000	24,644 49	1,006,810 82	172,125	30,864
State, ...	1,800,000	68,457 71	2,957,645 57	305,301	49,143
Suffolk, ...	1,000,000	784,736 74	4,053,847 89	236,415	30,755
Traders, ...	400,000	25,464 41	773,078 14	151,925	39,179
Tremont, ...	500,000	63,094 35	976,537 70	151,300	16,115
Union, ...	800,000	94,216 83	1,411,205 88	155,845	9,978
Washington, ...	500,000	29,131 17	844,112 37	112,760	15,609
24 Banks.	16,980,000	3,886,120 52	37,832,049 12	4,462,691	554,243

The above banking institutions held, in July, 1844, real estate to the amount of \$749,695; the amount of debts due to them, except balances from other banks, was \$28,715,373; their amount of doubtful debts was \$184,218; their net profits on hand was \$1,196,153; their dividends amounted to \$642,450, and the rate per cent. of their average annual dividends was 4 96-100.

SOUTH COVE AND THE OLD MILL POND.

SOUTH COVE. That part of Old Boston denominated "South Cove," is bounded on the east by Broad street, (formerly Sea street,) north by Essex street, west by Harrison avenue, and south to within about two hundred feet below the upper bridge leading to South Boston. This territory, comprising an area of about seventy-three acres, consisted of old wharves, docks, and flats, and a small portion of land around their borders.

In consequence of this portion of the city having become the termini of the great western railroad, and its connecting branches; the termini of the Old Colony railroad; with spacious wharves for the accommodation of navigation, and the site of one of the largest and most splendid hotels in the country, South Cove has risen, as if by magic, from its bed of mire and dirt, and now presents an important mart of trade, with handsome streets and spacious blocks of stores, and dwellings.

This important enterprise was projected by Charles Ewer, Esq., in 1831. In 1833 an act of incorporation was obtained for carrying the project into execution, with a capital of six hundred thousand dollars, divided into shares. Francis Jackson, Esq., had the management of the concern, which, it is hoped, has proved as profitable to the proprietors as beneficial to the health and enlargement of the city.

THE OLD MILL POND, which modern improvements has changed into solid land, was situated at the northerly part of the city.

In 1806 and '7, certain individuals, under an act of incorporation, made an arrangement with the then town of Boston, the mill proprietors, and others concerned, to fill it up, and cover it with streets and buildings. This spot, which contains an area of forty three acres, and has now become one of the most busy parts of the city, was once covered with water to as great a depth as that which now covers the small bays on either side of "the Neck," or which, until recently, covered "South Cove."

WATER.

As most of the wells in Boston produce water of a hard or impure quality, and the supply from Jamaica Pond being greatly deficient in quantity, many efforts have been made for the introduction of soft and pure water into the city. Great diversity of opinion existed for many years in regard to the source from whence it should be obtained. In 1845 this difficult question was settled in favor of Cochituate Lake, or Long Pond, lying in the towns of Natick, Framingham, and Wayland. An act of the legislature for this purpose was obtained in 1846, and an efficient Board of Commissioners was appointed by the city for its faithful and speedy accomplishment. The ceremony of *breaking ground* took place, near the lake, August 20th, 1846.

This lake covers an area of 659 acres. It drains a surface of 11,400 acres. Its depth, in some places, is 71 feet, and its elevation, above marsh level or common tides, at Boston, is 124 feet. This water will be brought to Corey's Hill in Brookline, by an aqueduct laid in brick with hydraulic cement, six feet four inches in height, and five feet in width. The reservoir at Corey's Hill is contemplated to cover an area of eight acres, and to contain fifty-three million gallons of water.

From Corey's Hill the water will pass to a reservoir near the State House in Boston, by iron pipes 34 inches in diameter. The distance from the lake to Corey's Hill is $15\frac{50}{100}$ miles; to the State House 194 miles. The fall of the water from the lake to Corey's Hill will be three inches in a mile; in the pipes from Corey's Hill to the reservoir in Boston, about two feet in a mile.

The reservoir in Boston will cover an area of 13,000 feet, and contain 1,200,000 gallons of water. The water will be raised 112 feet above the level of common tides, or 64 feet above the floor of the State House, on which the statue of Washington stands. The lake, it is stated, can supply ten million gallons daily. The cost of conveying to the city seven and a half million gallons, daily, is estimated at \$1,681,599, exclusive of distribution.

The waters of this lake have been analyzed by the most learned chemists in our country, and are pronounced by them to be as good as those of the celebrated Schuylkill or Croton.

Mr. Silliman's analysis of these waters was as follows:—

Chloride of sodium, ...	.0323	Carbonate of lime, ...	.2380
Chloride of potassium, ...	.0380	Carbonate of magnesia, ...	.0630
Chloride of calcium, ...	.0308	Silica, ...	.0300
Chloride of magnesium, ...	.0764	Carbonate of soda, equivalent to	
Sulphate of magnesia, ...	.1020	crenate and nitrate of do., and	
Alumina, ...	.0800	loss, ...	.5295

1.2200

Carbonic acid in one gallon, in cubic inches, ... 10.719

Mr. Silliman says, this water is transparent, quite free from floating particles, perfectly soft and sweet and pleasant to drink; that it resembles distilled water in taste, and is almost good enough for any chemical purpose whatever.

BOSTON AND ITS PROSPECTS.

Boston was wisely selected by our ancestors as the site of a great city. It increased in population and wealth with great rapidity during the wars in Europe, from 1794 to 1807. But that growth was unnatural and contingent; it depended solely on the caprice of the belligerent powers, who viewed us rather as servants to their necessities, than with respect.

The present state of the country is altogether different. The world is at peace. We look for no besieged city to supply with bread, neither do we seek to run the gantlet of a blockading squadron to furnish a starving country with the growth and produce of its own colonies. We now rely on our own resources—agriculture, manufactures, the fisheries, and commerce with all nations with whom we can exchange our commodities at fair prices. So long as we are blessed with union, good schools, good laws, and with all those moral, religious, and charitable institutions, which tend to make mankind wiser and better, our city, under Providence, will continue on in the forward path to prosperity and happiness.

The location of Boston always gave it the command of a greater coasting trade than any other port in the United States; but the great arteries to an immense, wide-spread, and rapidly increasing interior commerce were never opened until the railroads to the north, the west, the south and the east, were constructed and in operation.

By these devices of human wisdom the future prosperity of this queen city of the north is eloquently and truthfully portrayed in the following passage from the inaugural address of the mayor, Mr. Quincy, in January, 1846.

“But we cannot be faithful to the present without casting our eyes towards the future. A few years ago Boston had no facilities for communicating with the interior; and when the west and the north began to develop their vast resources, and to become at once the consumers of our manufactures and the producers of our food, our easiest communication with them was through our sister cities. To them our manufactured articles went, to them our merchants resorted; our city was shut out from the advantages of the fertilizing tide that was flowing between the old world and the new, and we were almost stationary while other cities progressed. But the railroad has changed all this, and giving us a new facility for the transaction of our old business, has created and developed new and incalculable resources, and given, perhaps, a greater impulse to our city than to any other in the world. Five years ago, Boston had comparatively no back country; now, nine hundred miles of New England railroads centre here, and as many more, within New England, are in the process of construction. These render Boston emphatically her capital. And I know of no prouder position for a city than to be the point that concentrates the energy and wealth of such a body of industrious, intelligent, and virtuous freemen,—of Americans, natives of the soil, who promote her prosperity in peace as readily as their fathers defended her in war.

"Considered in this light alone, the position of Boston is one of present power, with a certainty of rapid advancement. But her connections already stretch far beyond New England. She is on the high road between Europe and the west; and that vast country has become tributary to her increase. The car that leaves our city this morning, may deposite its merchandise in thirty-six hours on the shores of Lake Erie, five hundred miles from the place of its departure—from thence, inland seas, navigable for vessels of the largest class, stretch away for hundreds of miles along shores fertile for agriculture, or rich in minerals. Canals already connect these lakes with the valley of the Mississippi, and with the navigable waters of her tributaries, which, extending twenty thousand miles, communicate with forty thousand miles of shores unrivalled in fertility. But more rapid modes of communication will this year be opened. The railroad from Cincinnati to Sandusky, built by the aid of the citizens of Boston, will bring the Ohio within a journey of three days; enabling the traveller to reach Boston from Cincinnati in twelve hours less time than he can Baltimore, although the latter place is three hundred miles the nearest.

"But these are but a small part of the railways that are to increase the prosperity of Boston. There are already in process of construction roads stretching towards Montreal, Burlington, Ogdensburg—roads branching from Albany will reach Kingston, and extend thence through Canada West; others running from Buffalo to Detroit on both sides of Lake Erie, will ere long reach the upper sources of the Mississippi—and the child is now born who will see them terminate at the Pacific. The time may come, when the expectation that led Columbus to seek a passage to India from Europe by proceeding west, will be realized, and the direct communication between those points, may pass through the city of Boston.

"Such facilities of intercourse joined to the character and wealth of our population, render the progress of the city a matter of certainty—occupying the nearest point to Europe, and connected with the north, the west, and the south, by thousands of miles of internal communication—her increase will surpass the most sanguine anticipations of her friends."

Motto of the City.

Sicut patribus sit Deus nobis.

AS GOD WAS WITH OUR FATHERS,
SO MAY HE BE
WITH US.

BOSTON CORNER.

This unincorporated, triangular lot of land lies at the south-west corner of the state, and was so called in honor of the "Boston State;" as Massachusetts was frequently called, before the revolution; much as it is now called the "Bay State." It is about two miles in length, and its greatest breadth is about a mile and a half. It contains some excellent lands, and forms a school district. It is politically attached to Mount Washington, but being separated from it by a mountain of some two thousand feet in height, the trade and social relations of its people are with their neighbors, on the borders of the states of Connecticut and New York. This district was first settled by David Porter, in 1763.

BOXBOROUGH.

MIDDLESEX Co. There are no streams of importance in this town to aid its people in manufacturing. They depend mostly on its soil for support, some of which is good, but in many parts of the town it is light and the surface broken and hilly. It has some manufactures of straw bonnets, palm-leaf hats, and shoes. It produces some hops, and good lime-stone. There is a pleasant village in Boxborough, through which the Boston and Fitchburg railroad passes, twenty-seven miles north-west from Boston, and seven miles north-west from Concord.

BOXFORD.

ESSEX Co. This pleasant agricultural town was formerly called "Rowley Village," a part of Rowley; and its inhabitants were noted in the cause of liberty, eight of whom fell at the battle of Bunker Hill. There are some pleasant ponds in the town, from which spring branches of several small rivers, which empty into Ipswich bay. These streams afford the town an ample water power for domestic purposes, and some other man-

ufactures. The first church in the town was organized in 1702, and the Rev. Thomas Symmes was settled the same year. Mr. Symmes was succeeded by the Rev. John Rogers, in 1709. Boxford lies twenty-five miles north from Boston, and twelve miles south-west from Newburyport.

BOYLSTON.

WORCESTER Co. Boylston was formerly a part of Shrewsbury, and formed a parish of that town from 1742 to its incorporation.

The surface of the town is hilly and broken, but the soil is strong and productive, affording much agricultural product, and an abundance of almost all the varieties of wood found in the country. It is watered by the south branch of Nashua river, which passes its northern border, by several brooks or small rivers, and by some delightful ponds, well stored with pickerel and other fish.

From Diamond hill, near the centre of the town, you may get a fine view of the surrounding country, and fill your pockets with those beautiful little baubles called *diamonds*.

A church was formed here in 1743, and the Rev. Ebenezer Morse became pastor the same year. He was succeeded by the Rev. Eleazer Fairbanks in 1777.

Boylston lies forty miles west from Boston, and seven north from Worcester.

BRADFORD.

ESSEX Co. This is a very pleasant town, on the south side of Merrimack river, and united to Haverhill by a bridge of six hundred and fifty feet in length, and a railroad viaduct. The surface of the town is pleasantly diversified, and the soil various. Much of the land is of a superior quality; some of the hills afford extensive and charming prospects.

Bradford has long been known for its excellent schools and seminaries of learning, one of which, the *Female Seminary*, incorporated in 1830, under

the name of **BRADFORD ACADEMY**, affords facilities for a thorough and accomplished education to a large number of young ladies. This institution is situated in the west village, near the depot of the Boston and Maine railroad, on an elevated spot, about one half mile from Haverhill, and commands a beautiful view of that town, and of the hills which lie along the river. The number of young ladies connected with this institution during the year ending July, 1844, was two hundred and nineteen. In 1845, there were two hundred and fifty scholars. The regular course of study occupies three years, though pupils are admitted for a shorter time, if they desire it.

In this town are several fine ponds, affording a variety of excellent fish. There are here a factory for the manufacture of twine and shoe-thread, and several tanneries, but the principal manufacture is of boots and shoes, the annual value of which is about three hundred thousand dollars.

The first church was formed as early as 1682, and the Rev. Zachariah Symmes was settled the same year.

Bradford lies ten miles west south-west from Newburyport, eighteen north by west from Salem, sixteen northeast from Lowell, and by the Boston and Maine railroad thirty-one miles north from Boston.

BRAINTREE.

NORFOLK Co. The territory of this town was attached to Boston from the first settlement of Boston, to the incorporation of Braintree, in 1640. The first settlers called it by various names—Mount Dagon, Merry Mount, and Mount Wallaston. They at last adopted the name of a town in England, from whence some of the first settlers came.

Braintree is celebrated for the antiquity of its settlement, (1625,) and for the eminent men it has produced.

In 1792, the north parish in the town was set off and incorporated by the name of Quincy, and in the following year the south parish, Randolph, became a separate town.

The surface of Braintree is varied by hill and dale, presenting many delightful views of Boston, its harbor, and the adjacent country. The soil is a strong gravelly loam, and very productive. Excellent granite abounds here, of which large quantities are annually quarried and transported; and some of the best merchant ships are built of native white oak and cedar. The first granite used in this country for the purpose of building houses, was furnished by Mr. John Hayward, of this town, in 1752, for the erection of "King's Chapel," in Boston. There are a number of companies in this town engaged in the stone business; between thirty and forty thousand tons are annually quarried, and one hundred and fifty men employed. See *Quincy*.

Indications of coal have been so strong as to warrant an attempt at mining. The holly tree (*Ilex aquifolium*) is indigenous.

The Manatiquot river, which rises in Randolph, after meandering through this town, and receiving the waters of Great and Little ponds, meets the tide waters of Boston harbor at Braintree landing, on Weymouth Fore river, ten miles from Boston. At this place there is considerable trade in lumber, lime, wood, coal, and bread stuffs, and some navigation is employed in the coasting trade and fisheries.

Beside this village, which is closely connected with the largest village in Weymouth, there are several others in the town; that at Newcomb's Neck, on Hayward's creek, about a mile from Quincy, has become a place of deposit and export of vast quantities of granite, of all dimensions, both in its rough state and hewn.

The manufactures of Braintree consist of boots, shoes, cotton and woollen goods, paper, leather, nails, axes, cotton gins, chocolate, carriages, granite, straw bonnets, tin ware, and vessels. The value of these articles of manufacture, for the year ending April 1, 1837, amounted to three hundred and seventy-one thousand nine hundred and thirty-seven dollars.

The Manatiquot affords this town

excellent mill sites; some of which lie near ship navigation, and are very valuable.

Braintree lies ten miles south by east from Boston, and twelve east by south from Dedham.

The Old Colony railroad passes through the centre of the town.

There are three Trinitarian congregational churches and a Baptist society in Braintree.

FIRST CHURCH.

Organized September 10, 1707.

Rev. Hugh Adams, ordained Sept. 10, 1707, left Aug. 22, 1710.

Rev. Samuel Niles, ordained May 23, 1711, died 1762, aged 88.

Rev. Ezra Weld, ordained Nov. 17, 1762, died January, 1816, aged 80.

Rev. Sylvester Sage, installed Nov. 4, 1807, dismissed May 4, 1809.

Rev. Richard S. Storrs, D. D., ordained July 3, 1811.

During the absence of Dr. Storrs, as missionary agent, Rev. E. A. Park was settled from Dec. 21, 1831, to Jan. 17, 1834.

UNION SOCIETY.

The meeting-house of this society, at the head of Weymouth Fore river, was built in 1811; dedicated on the first Wednesday in January, 1812, and the Rev. Daniel A. Clark ordained the same day, and was dismissed in October, 1813.

Rev. Jonas Perkins ordained June 14, 1815.

SOUTH SOCIETY.

The meeting-house of this society was built in 1829; the Rev. Lyman Mathews was ordained Aug. 4, 1830, and dismissed in September, 1844.

Rev. Francis V. Tenny was ordained Aug. 7, 1845.

BAPTIST SOCIETY.

This society built their house of public worship in the autumn of 1842, and the Rev. George N. Wait was settled Sept. 1, 1844, left 1845.

BREWSTER.

BARNSTABLE Co. Brewster lies thirteen miles east from Barnstable, nine miles north north-west from Chatham, and seventy-eight south-east from Boston. It is bounded on the east by Orleans, south by Harwich, west by Dennis, and north by Barnstable bay.

The westerly part of this town was the Indian *Satucket*, the easterly part *Namskeeket*, at which place the boat's crew of the *Mayflower* had a slight encounter with the Indians.

It was set off from Harwich in 1803, and took its name from Elder Brewster, one of the first settlers of Plymouth colony, a man of great learning and piety, who died in 1644. A large number of enterprising ship-masters sailing to foreign ports, reside here.

From three ponds in this town, covering about one thousand acres, a never-failing stream is produced, on which are a paper-mill, carding, and grist-mill.

There are about thirty thousand bushels of salt manufactured in this town yearly. The product of the cod and mackerel fishery in 1844, was one hundred and sixty-five thousand dollars.

Peat of good quality abounds in this town, and furnishes many families with a good article of fuel.

Some parts of the soil is light and sandy, others clay and loam, which, by the application of manures obtained from the sea-shore, have been made to produce good crops of grain and grass.

Here are an academy and four religious societies.

There is a convenient breakwater for the accommodation of packets and other small vessels, where they lie in safety at any season of the year.

A church was organized here, October 16, 1700, and the Rev. Nathaniel Stone was settled the same day. He was succeeded by Rev. Isaiah Dunster in 1755, and the Rev. John Simkins in 1791.

BRIDGEWATER.

PLYMOUTH Co. This township was formerly very large. It now forms

three other townships of the same name—*North*, *East*, and *West*. In 1790, before its division, it contained four thousand nine hundred and seventy-five inhabitants. The south parish of ancient Bridgewater now constitutes the town of that name. It was incorporated as a second precinct in 1716, and the partition line was run easterly and westerly across the town, leaving much the largest part on the northerly side, "regard then being had to the erection of other parishes in future."

The first meeting-house was built in 1717, and Rev. Benjamin Allen, their first pastor, was ordained the next year. His successor was John Shaw, who was ordained in 1731, and died in 1791, in the sixtieth year of his ministry. Mr. Shaw's successor was Zedekiah Sanger, D. D.

Bridgewater contains some of the best lands in Plymouth county. Taunton river, which washes the southern border of the town, is a stream of some importance; vessels have been built upon it of one hundred and fifty tons burthen, and floated down its current during high water in freshets. There are in the town large factories of anchors, nails, machinery, cotton gins, boots and shoes.

Old Bridgewater was a part of Duxbury, and was purchased of the Indians by Captain Miles Standish, in 1645. The consideration paid for the whole territory was seven coats, nine hatchets, eight hoes, twenty knives, four moose skins, and ten yards of cotton.

Its Indian name was *Nunketess*.

The chief village in the town is very pleasant, and is the seat of considerable business. It lies twenty-seven miles south by east from Boston, twenty west by north from Plymouth, and seventeen south from Weymouth landing.

"Sacred to the memory of Rev. JOHN SHAW, almost sixty years a faithful pastor of the second church of Christ, in this town, who departed this life on the 29th of April, 1791, aged eighty-three years. O man! greatly beloved! thou shalt rest and stand in thy lot at the end of days."

10*

BRIGHTON.

MIDDLESEX Co. This was formerly a part of Cambridge, and called "Little Cambridge," until its incorporation in 1807. It lies five miles south-west by west of Boston, fifteen miles south-east from Concord, thirty-five east from Worcester, eight north by east from Dedham, and fifteen north-west by north from Weymouth landing.

The western and northern boundaries of this town are washed by Charles river, on which, in Brighton, are situated four extensive lumber-yards, and two coal and wood establishments. Sloops and schooners of several hundred tons burthen navigate this river to Brighton.

It is one of the pleasantest located towns in the state; the soil is excellent and highly cultivated; and, in common with all the towns in the vicinity of Boston, Brighton has become the residence of many people of wealth and taste, who possess beautiful country-seats and splendid gardens. Winship's Gardens are noted throughout the country for their nursery of fruit-trees and shrubbery, and for their grand display of plants and flowers of every variety. J. Breck & Co.'s Garden, and Horticultural and Seed Establishment, and Warren's Gardens attract much attention.

Brighton is the largest cattle market in New England. Near the spacious *Cattle Fair Hotel*, and connected therewith, are extensive barns, stables, and sheds, for the shelter of stock, and more than one hundred pleasant and convenient yards for the sale of cattle, sheep, and swine, many of which are paved, and all furnished with excellent water. The Boston and Worcester railroad passes through Brighton, over which the cars of the great western railroad run, bringing large numbers, weekly, of cattle, sheep, and swine to market. There are extensive slaughtering establishments in the town, and large numbers of cattle and sheep are slaughtered weekly for the Boston market. The business at the market is generally conducted

on the cash principle; little or no credit extends beyond one week.

The Bank of Brighton, established for the accommodation of buyer and seller, is located near the market.

Monday is the market day, when sellers and buyers meet in throngs to traffic in live stock, both for slaughter and domestic use.

SALES OF CATTLE AT BRIGHTON MARKET FOR TEN SUCCESSIVE YEARS.

1835.	
51,096 Beef Cattle,	} Sales estimated at \$1,878,032.
15,872 Stores,	
98,160 Sheep,	
23,142 Swine,	

1836.	
38,504 Beef Cattle,	} Sales estimated at \$1,858,202.
11,858 Stores,	
82,830 Sheep,	
15,667 Swine,	

1837.	
31,644 Beef Cattle,	} Sales estimated at \$2,449,231.
16,216 Stores,	
110,206 Sheep,	
17,052 Swine,	

1838.	
25,830 Beef Cattle,	} Sales estimated at \$2,058,004.
9,573 Stores,	
104,640 Sheep,	
26,164 Swine,	

1839.	
23,263 Beef Cattle,	} Sales estimated at \$1,901,864.
15,252 Stores,	
95,400 Sheep,	
26,088 Swine,	

1840.	
34,160 Beef Cattle,	} Sales estimated at \$1,990,577.
12,736 Stores,	
124,172 Sheep,	
32,350 Swine,	

1841.	
36,607 Beef Cattle,	} Sales estimated at \$2,400,881.
18,794 Stores,	
128,650 Sheep,	
31,872 Swine,	

1842.	
32,070 Beef Cattle,	} Sales estimated at \$1,741,740.
17,126 Stores,	
106,655 Sheep,	
39,935 Swine,	

1843.	
22,915 Beef Cattle,	} Sales estimated at \$2,126,644.
19,605 Stores,	
98,829 Sheep,	
43,060 Swine,	

1844.	
37,610 Beef Cattle,	} Sales estimated at \$1,669,374.
4,136 Stores,	
92,274 Sheep,	
52,740 Swine,	

WINSHIP'S HORTICULTURAL GARDEN,
AT BRIGHTON. This was the earliest attempt, in this section of the country, at raising young ornamental and useful plants for sale, in the style of the nurseries of Europe; and the skill and enterprise of its proprietors have conducted it to a point which equals any other establishment of the kind on the American continent.

It originated in the year 1822, in the cultivation of about two and a half acres, chiefly with young fruit-trees; but the increasing taste of the inhabitants of Boston and its vicinity for flowers, soon caused this branch to become a profitable addition, so that now the extent of the border, from twelve to twenty feet wide, allotted to varieties of herbaceous flowers alone, exceeds one mile. The whole surface covered with young fruit and ornamental trees and flowers, comprises twenty-five acres.

The importation of the beautiful trees, shrubs, and flowers, which have so long decorated the gardens of Europe, although attended with considerable expense and risk, has been an object of constant solicitude with these gentlemen; hence, fine young plants, of the most showy kinds, which their experience has proved to be able to endure the winters of this climate, are to be found here in abundance.

It might have been imagined that

such an increase of cultivation, besides the numerous additional establishments which have been put into operation since 1822, would have caused a fall in the prices; such, however, is not the case; the prices obtained have been higher than formerly, and the demand has rather exceeded the supply, so that the utmost ingenuity and industry of the nurserymen have been taxed to meet this demand.

This is indeed but a parallel case with these establishments in Europe, and the rapid increase of the taste for horticulture, wherever it has once taken firm hold, is a proof how much happiness it diffuses, and in what universal estimation the pursuit is held. The cultivation of green-house plants and florist's flowers, has still to take a stride in this country; and for this, the proprietors of this nursery are evidently making active preparations, by increasing their stocks both by extensive propagation and by importations.

BRIMFIELD.

HAMPDEN Co. This town lies nineteen miles east by north from Springfield, fifty west north-west from Providence, Rhode Island, and seventy west by south from Boston. From the centre of the town to Palmer depot, on the western railroad, eighty-three miles from Boston, is about seven miles.

The first minister was the Rev. Richard Treat, who was ordained in 1725.

This is a fine farming town, with a good soil, and is well watered by Quinebaugh river. The articles manufactured in this town in one year, amounted to one hundred and five thousand two hundred and sixty two dollars. The manufactures consisted of cotton goods, boots, shoes, leather, palm-leaf hats, chairs and cabinet-ware. The value of wool grown in one year was four thousand and sixty-seven dollars.

In this town the celebrated General William Eaton spent his last days.

"In March, 1792, he was appointed

a captain in the army of the United States; and whilst in this situation, he performed various services upon the western and southern frontiers. He continued in the army until 1797, when he was appointed consul to Tunis. He continued in this difficult (and it may be added, perilous) situation until 1803, during which period, he discharged the consular functions with great firmness and ability. In 1804 General Eaton returned to America, and visited Washington, where he disclosed the famous enterprise which he had planned to restore the ex-bashaw of Tripoli, and having obtained the sanction of government, he embarked in July of the same year, in the Argus sloop of war, with the intention of engaging in this bold and hazardous undertaking, and arrived at Alexandria, in Egypt, on the 25th of November following. From Alexandria he proceeded to Cairo, where he found the ex-bashaw, who approved of the enterprise, and after having made suitable arrangements, and recruited about five hundred men, (one hundred of which only were Christians,) it was determined by Eaton and the ex-bashaw to cross the desert and seize the province and city of Derne. After a difficult and fatiguing journey, through a dreary desert, presenting innumerable obstacles, they arrived within the province of Derne, and soon attacked and captured the city, having the assistance of the Hornet sloop of war. The boldness and desperate bravery of General Eaton and his little party, alarmed the reigning bashaw and his barbarian subjects, who almost thought they were something more than human beings; but the progress of General Eaton was arrested by a peace which the American consul concluded with the bashaw. After this, General Eaton returned to his native country, and was everywhere received with the most distinguished applause, the grateful tribute of patriotic and heroic achievements.

"General Eaton was a very extraordinary character; he possessed much original genius, was bold in his conceptions, ardent in his passions

determined in his resolutions, and indefatigably persevering in his conduct. He possessed considerable literary acquirements, and the style of his writings was characteristic of his mind; bold, energetic, and decisive. His courage was equalled only by his resolution; and the boldness of his enterprises, by his ability and perseverance to execute them."

EPITAPHS IN THE GRAVE-YARD.

"This is erected as a faint expression of filial respect; and to mark the spot where repose the remains of Gen. WILLIAM EATON, who died June 1st, 1811, *Æ.* 47."

"In memory of STEPHEN PYNCHON, Esq., who died February 5, 1823, *Æ.* 55.

"One truth is certain, when this life is o'er
Man dies to live; and lives, to die no more."

BRISTOL COUNTY.

TAUNTON and NEW BEDFORD are the shire towns.

The surface of this county is somewhat broken, but generally level. Its soil in many parts is of an inferior quality. It has a maritime coast of considerable extent, indented with numerous headlands, small bays, and harbors, and its people are extensively engaged in navigation and the fishery.

This county gives rise to many important streams that fall into Massachusetts and Narraganset bays, and its water power is abundant in almost every town. It abounds in excellent iron ore, and in no section of our country, of its extent, are more extensive manufactures of that material, for almost all the uses of man.

This county is bounded north by Norfolk county, east by Plymouth county, south-east by Buzzard's bay, and west by the counties of Providence, Bristol, and Newport, Rhode Island. In King Philip's time this part of the country was called *Pawcunnawcutt*.

The value of the manufactures in this county for the year ending April 1, 1837, was seven million nine hundred and twenty-nine thousand four hundred and seventy-nine dollars. Product of the fishery two million one hundred and eighty-eight thousand six hundred and fifty-six dollars.

The Taunton and Pawtucket are its chief rivers. See *State Tables*.

COURTS IN BRISTOL COUNTY.

Supreme Court. LAW TERM. See *Barnstable County*. NISI PRIUS TERM. At Taunton on the seventh Tuesday next after the first Tuesday in March. At New Bedford on the second Tuesday in November.

Common Pleas. At Taunton on the second Mondays of March and September. At New Bedford on the second Mondays of June and December.

Meetings of the County Commissioners. At Taunton on the fourth Tuesdays in March and September.

Probate Courts. At Taunton on the Friday next after the first Tuesday of January; on the first Tuesdays of March and November; on the first Friday next after the first Tuesday of June, and on the Friday next after the first Tuesday of August. At New Bedford on the first Tuesdays of February, June and December. At Freetown on the first Tuesday of January. At Rehoboth on the first Tuesday of April. At Dighton on the first Fridays next after the first Tuesdays of April and October. At Norton on the first Tuesday of July. At Westport on the first Tuesday of August. At Seekonk on the first Tuesday of September. At Fall River on the first Tuesday of October. At Attleborough on the first Tuesday of May.

BROOKFIELD.

WORCESTER Co. This is one of the oldest towns in the county, and was settled in 1660, several years prior to the shire town itself. The nearest settlements for many years were Marlborough on the east, and Springfield on the west; from which latter place the original settlers came. In 1665, the land was fairly purchased of Shattoquis, sachem of the Indians by whom the settlers were surrounded, and who claimed to be the "sole and proper owner." This deed, a copy of which is still extant, sets forth the boundaries in terms sufficiently vague and indefinite to furnish ample room for dispute and contention, but included all and rather more than what now constitutes the town of Brookfield. The Indian name of the territory was *Quoboag*. For some forty years after the settlement, the Indians were very troublesome; especially during King Philip's war; and in 1675, when the town contained but about twenty families, it was assaulted by a large body of Indians. The inhabitants collected in one house, which they fortified in the best manner their circumstances would permit. The Indians rushed into the town, and after burning about twenty houses and barns, assaulted the garrison. This was defended with desperate bravery, against an overwhelming superiority of numbers, for three days, during which time the assailants made the most vigorous attacks, by a constant discharge of balls and burning arrows, by which latter they hoped to set fire to the house. At length, finding all other means ineffectual, they loaded a cart with flax, straw, and other combustibles, and by the aid of long poles, endeavored to thrust the burning mass against the building. At this moment of peril, a plentiful shower of rain, which seemed to the besieged quite miraculous, extinguished the flames, and saved the inhabitants from destruction. At length, when all the resources of the inhabitants were exhausted, and they were on the point of surrendering in despair, Major Wil-

lard, with "a troop of forty-eight light horse," from Lancaster, made his appearance; the savages burned the meeting-house, and the only dwelling-house left in the town, and hastily retreated.

The next winter the inhabitants were "ordered away by the general court," on account of the difficulty of defending them at such a distance from the other settlements; and they did not return till after a lapse of ten or twelve years, when Indian hostilities having ceased, the town increased rapidly in population, and became at length divided into three parishes, viz., the first parish, or that which is now called West Brookfield; the second parish, which in 1812 was incorporated as the town of North Brookfield; and the third, now commonly called South Brookfield, but which improperly has the post-office name of "Brookfield."

East Brookfield, a thriving village of recent growth, lies partly in Brookfield and partly in North Brookfield, and has the advantage of a considerable water power, mills, furnace, &c., &c.

Quoboag pond is a large and handsome sheet of water, in the east part of Brookfield, and discharges itself through the Podunk meadows, into the Sashaway, one of the principal branches of the Chicopee river. Wickaboag is another beautiful pond, in the west part of the town, and discharges itself into the same stream. These ponds afford a great variety of fish, and were much resorted to by the aborigines, with whom this was a favorite place of residence.

The western railroad passes through the entire width of the town, and gives great facilities to the inhabitants, many of whom are now engaged in the manufacture of boots and shoes; and the general business of the entire town, consisting of the three nominal divisions of East, South, and West Brookfield, is rapidly increasing.

The agricultural products of this town are butter, cheese, wool, and fine beef cattle.

The manufactures consist of boots,

shoes, leather, iron castings, ploughs, chairs, cabinet-ware, palm-leaf hats, silver plate, shoe makers' rolling and shingle machines, sleighs, carpenters' hammers, coach wrenches, sewing silk, and wooden legs.

Few towns present finer scenery, better cultivation, or a more intelligent and elevated population. A church was gathered here, and the Rev. Thomas Cheney was settled in 1717. Mr. Cheney died in 1747, and was succeeded by the Rev. Elisha Harding in 1749.

East Brookfield lies, by the railroad, sixty-four miles west from Boston, twenty miles west from Worcester, and thirty-four east from Springfield. *South Brookfield* lies three miles, and *West Brookfield* five miles farther west from Boston than East Brookfield.

BROOKLINE.

NORFOLK Co. This delightful town is connected with Boston by the mill-dam across Charles river bay, one of the most beautiful and expensive avenues leading to the city. It is distant from Boston about four miles south-west, and from Dedham five miles north north-east.

This town is remarkable for its varied surface, high state of cultivation, elegant country-seats and gardens, excellent roads, and for its rich and picturesque scenery. Many gentlemen of taste and fortune make this their residence.

Wood, the author of "New England's Prospect," in describing Boston and other places in the vicinity, in 1633, says:—

"The inhabitants of this place, [Boston,] for their enlargement, have taken to themselves farm-houses in a place called Muddy River, [Brookline,] two miles from the town, where there is good ground, large timber, and store of marsh land and meadow. In this place they keep their swine and other cattle in the summer, whilst the corn is in the ground at Boston, and bring them to town in the winter."

When Mr. Wood wrote the above,

he little thought that in less than two hundred years, *Muddy River* would become the "Hyde Park" of a splendid city, whose ancient corn-fields would be so densely covered with buildings, that not even a pig would be permitted to winter within its borders, unless he gave satisfactory evidence to the mayor and aldermen that he was very *learned*.

BUCKLAND.

FRANKLIN Co. Buckland lies one hundred miles west by north from Boston, and ten miles west from Greenfield. It is separated from Charlemont, of which it formerly was a part, by Deerfield river. It has a good mill stream, Clesson's river, which passes through the town, but at present its people confine themselves chiefly to agricultural pursuits. The surface of the town is uneven, but the soil is strong, and well adapted for grazing.

Considerable wool is sheared in this town.

The first minister in Buckland was the Rev. Josiah Spaulding in 1794.

BURLINGTON.

MIDDLESEX Co. The centre of this town lies about three miles north-west from the Woburn depot, on the Lowell railroad, ten miles from Boston. The surface of the town is uneven, and the soil light and sandy. It is good land for hops and rye, and considerable quantities of them are grown. A branch of the Shawshine, Vine brook, waters the town. Burlington was formerly a part of Woburn.

CAMBRIDGE.

MIDDLESEX Co. This ancient town became a city March 17, 1846.

OLD CAMBRIDGE, the seat of the oldest and best endowed college in the United States. This part of the city, situated about three miles west from Boston, contains three churches Charles River Bank, a Savings Bank

&c., with all the buildings belonging to the university. See *State Institutions*.

CAMBRIDGE PORT comprises seven meeting-houses or churches, a bank, insurance office, &c. Also the town-house, and the several public offices for the transaction of municipal affairs. This section of Cambridge is about midway between Old Cambridge and Boston, and is in a high state of prosperity.

EAST CAMBRIDGE is a very busy part of the city, and has risen into consequence within a few years. It contains six places of worship, a court-house, jail, and house of correction. This part of Cambridge is immediately connected with Boston, by several bridges over Charles river.

This town was incorporated by the name of Newton in 1630. It took the name of Cambridge in 1638. The first printing-press in America was established here, by Stephen Day, in 1639. The first work printed was the "Freeman's Oath."

From the first settlement of the country, Cambridge has been a place of great importance. It has ever been closely connected with Boston in all its patriotic and literary relations, and were it not for municipal distinctions, it might be considered a part of that city.

At the commencement of the revolution, and during the year 1775, the head-quarters of the American army were in this town, and here Washington entered upon his duties as commander-in-chief. His quarters were at the Craigie house, situated on the street between the college and Mount Auburn. The present proprietor displays good taste, by preserving as nearly as possible the original external appearance of the house. The Washington elm, on the westerly side of Cambridge common, is an object of interest, as under its branches Washington is said to have been stationed while his commission was proclaimed to the army of twenty thousand men drawn up on the common; and here he drew that sword, which, turning every

way, like the sword of the angel, became salvation to his country, and terror and confusion to her adversaries.

Here are various and extensive manufactories. They consist of glass, hats, leather, boots and shoes, shoe blacking, tin ware, chairs and cabinet-ware, railroad cars, chaises, coaches, and other carriages, iron axletrees, harnesses, organs, carpenters' tools, clothing, pumps and blocks, cigars, brass and britannia ware, bricks, ropes and twine, soap, brushes, varnish, confectionary, stamped and stained paper, stoves, sheet iron, glue, pocket-books and medicine.

Cambridge is very pleasant, although not so elevated as some of the neighboring towns. Its surface is gently undulating, and its soil, which is very good, is cultivated with great taste and skill. Besides the buildings of the University, it contains a United States arsenal, other handsome public buildings, and many very elegant private residences.

MOUNT AUBURN CEMETERY. This hallowed spot lies about a mile west of the University, in the towns of Cambridge and Watertown. It contains about one hundred acres of land, the highest part of which is one hundred and twenty-five feet above the river, and is laid out with gravelled walks, and planted and embellished with all the varieties of trees, shrubbery, and flowers. Lots of ground, of three hundred square feet, at suitable distances along the winding passages, are appropriated as family burial places, with the perpetual right to purchasers of enclosing, decorating, and using them for that purpose. Numerous monuments of exquisite workmanship are already erected, which add, if possible, to the melancholy grandeur of the scene. It is an enchanting spot;—a magnificent resting-place of the dead. This cemetery was dedicated September 24, 1831.

We cannot deny ourselves the grat.

ification of quoting a few lines from the *descriptive* part of Judge STORY's admirable address on that occasion:—

"A rural cemetery seems to combine in itself all the advantages which can be proposed to gratify human feelings, or tranquillize human fears; to secure the best religious influences, and to cherish all those associations which cast a cheerful light over the darkness of the grave.

"And what spot can be more appropriate than this, for such a purpose? Nature seems to point it out with significant energy, as the favorite retirement for the dead. There are around us all the varied features of her beauty and grandeur—the forest-crowned height; the abrupt acclivity; the sheltered valley; the deep glen; the grassy glade, and the silent grove. Here are the lofty oak the beech, that 'wreaths its old fantastic roots so high,' the rustling pine, and the drooping willow,—the tree that sheds its pale leaves with every autumn, a fit emblem of our own transitory bloom; and the evergreen, with its perennial shoots, instructing us that 'the wintry blast of death kills not the buds of virtue.' Here is the thick shrubbery, to protect and conceal the new-made grave; and there is the wild-flower creeping along the narrow path, and planting its seeds in the upturned earth. All around us there breathes a solemn calm, as if we were in the bosom of a wilderness, broken only by the breeze as it murmurs through the tops of the forest, or by the notes of the warbler, pouring forth his matin or his evening song.

"Ascend but a few steps, and what a change of scenery to surprise and delight us! We seem, as it were, in an instant, to pass from the confines of death to the bright and balmy regions of life. Below us flows the winding Charles, with its rippling current, like the stream of time hastening to the ocean of eternity. In the distance, the city,—at once the object of our admiration and our love,—rears its proud eminences, its glittering spires, its lofty towers, its graceful mansions,

its curling smoke, its crowded haunts of business and pleasure, which speak to the eye, and yet leave a noiseless loneliness on the ear. Again we turn, and the walls of our venerable University rise before us, with many a recollection of happy days passed there, in the interchange of study and friendship, and many a grateful thought of the affluence of its learning, which has adorned and nourished the literature of our country. Again we turn, and the cultivated farm, the neat cottage, the village church, the sparkling lake, the rich valley, and the distant hills, are before us through opening vistas; and we breathe amidst the fresh and varied labors of man.

"There is, therefore, within our reach, every variety of natural and artificial scenery, which is fitted to awaken emotions of the highest and most affecting character. We stand, as it were, upon the borders of two worlds; and as the mood of our minds may be, we may gather lessons of profound wisdom by contrasting the one with the other, or indulge in the dreams of hope and ambition, or solace our hearts by melancholy meditations."

CANTON.

NORFOLK Co. This town was formerly the first parish in the old town of Stoughton. The Indian name of the town was *Punkapog*, so called from a tribe of Indians who lived on the borders of a pond of the same name. This tribe was converted to Christianity by the unceasing efforts of Rev. John Eliot, the celebrated apostle to the Indians. Mr. Eliot divided his labors between the Indians at Natick and Punkapog; preaching, for some time alternately, at each place, every other Sunday. His son, who was a preacher, succeeded his father in the ministry at Punkapog, when the apostle was called to a wider field of missionary exertion. At a later period the tribe was supplied by a native preacher of their own, whose name was *Ahanton*. In the year

1674, the tribe was reduced to twelve families. In 1843, only two or three of unmixed Indian blood remain, and these receive a pension from the state of fifty dollars each, per annum.

The natural scenery of this town is beautifully diversified and picturesque. Punkapog pond is a beautiful little lake, and affords fine fishing.

Blue Hill, six hundred and thirty-five feet above the level of the sea, and the highest land near the sea-coast of Massachusetts, is situated partly in this town and partly in Milton. From its summit, (which is a few rods from Canton line, and about eleven miles from Boston,) there is a magnificent view of the metropolis and its harbor, of the ocean and the surrounding country.

The east branch of Neponset river, and several large ponds and reservoirs give this town an extensive water power. There are in the southern village, two rolling-mills, for the manufacture of copper bolts and sheathing, on a large scale; two furnaces for refining copper, and casting bells and brass cannon; forges and furnaces for the manufacture of iron wheels and axles for railroad cars; iron castings and shapes in all varieties; machine shops, five cotton mills, and one carpet factory. Besides the foregoing, there are in the town manufactures of boots, shoes, hats, hoes, &c. Amount of manufactures for one year, ending April 1, 1837, six hundred and ninety-five thousand one hundred and eighty dollars.

The viaduct or railroad bridge, over one of the ponds and river at this place is conceded to be the most elegant and massive structure of masonry in the United States. It cost the company ninety-three thousand dollars. It is six hundred and fifteen feet in length, connected at intervals by buttresses five and a half feet thick, extending transversely across the walls, and projecting four feet beyond their faces; their elevation is crowned by segment arches that support the coping, surmounted by a parapet wall three feet eight inches high. Near the bottom are six large arches, for

the passage of water, and in another place is an arch still larger, through which passes a town road. From the top of the viaduct to the bottom of the pond, the distance is about seventy feet.

A branch railroad to Stoughton, four miles distant, enters the Boston and Providence railroad near the viaduct.

The *Fowl Meadows*, so called, a large portion of which are in Canton, extend seven miles in length, with varying breadth. The meadows contain excellent peat; and will in process of time, as wood and coal become scarce, furnish a supply of fuel almost inexhaustible.

This town lies fourteen miles south by west from Boston, and six miles south-east from Dedham.

It can be easily approached by the Boston and Providence railroad; the depot is in the vicinity of the factories.

CARLISLE.

MIDDLESEX Co. Carlisle was formerly a district of Concord. It is watered, on its eastern boundary, by Concord river. Its soil is not very productive, and its surface is rough and rocky.

The first meeting-house in the town was built in 1783, and the first minister, the Rev. Paul Litchfield, was ordained November 7, 1781. He died November 7, 1827. Mr. Litchfield was succeeded by the Rev. Stephen Hull, in 1830.

This town lies five miles north from Concord, and twenty-one north-west from Boston, by the old road through Bedford.

CARVER.

PLYMOUTH Co. Carver derived its name from that of the first governor of Plymouth colony. Until 1790 it was the second parish in the town of Plymouth, and is, in regard to surface and soil, not very promising to the agriculturist. In the year 1700, lands sold here for two shillings the acre. There are large tracts of white

cedar swamp in the town, and a great number of handsome ponds, which furnish a variety of fish, and excellent iron ore. These ponds produce several small streams, which flow into Taunton river, and Buzzard's bay.

This is a noted place for iron castings, and some of the best in the country are manufactured here. In 1837, three hundred tons were made, valued at thirty thousand dollars. The first cast-iron tea-kettles in the United States were made here, about the year 1762. There are other manufactures in the town, such as boots, shoes, &c.

Most of the people in this town are descendants of the first settlers at Plymouth, and know how to get a good living and thrive on a poor soil.

The first minister in Carver was the Rev. Othniel Campbell, in 1734; the second was the Rev. John Howland, in 1746; the third, the Rev. John Shaw, in 1807.

Carver lies eight miles south-south-west from Plymouth, and thirty-eight south-east from Boston.

CHARLEMONT.

FRANKLIN Co. This was formerly a frontier town, in which many Indian aggressions were committed. The remains of Hawk's, Taylor's, and Rice's garrisons, are still to be seen.

Mount Peak, and other lofty elevations, with the romantic Deerfield meandering through the extent of the town, give to Charlemont much delightful scenery. Although the general features of the town are rough and craggy, it contains large tracts of valuable land, which yield the farmer a rich reward for his labor. Much wool is grown in the town, and many cattle are annually sent to market. It has a great water power, and its manufactures are increasing.

The first congregational church in the town was organized in 1788, and the Rev. Isaac Babbitt was settled in 1796. He resigned in 1798, and the Rev. Joseph Field was settled. Mr. Field resigned in 1823, and the Rev. Wales Tileston was settled in 1825, and resigned in 1837.

Charlemont lies fifteen miles west from Greenfield, and one hundred and five miles west north-west from Boston.

CHARLESTOWN.

MIDDLESEX Co. In the year of our Lord 1628, "six or seven persons, with the consent of Governor Endicott, travelled from Naumkeag, (Salem,) through the woods westward, and came to a neck of land, between Mystic and Charles rivers, called Mishawum. It was full of Indians, called *Aberginians*; and with the unconstrained consent of their chief, they settled there." Their old sachem being dead, his eldest son, John Sagamore, was chief in power. He is described as a man of gentle and good disposition, and was probably induced to give his consent to the settlement on account of the advantages he had derived from the skill of Thomas Walford, a blacksmith, who had previously taken up his residence, and built himself a house, which he had thatched and palisaded, at the south end of the west hill, not far from the river.

In 1629, a considerable number of persons arrived at Salem from England. Being dissatisfied with their situation at this place, Thomas Graves, with some of the company's servants under his care, and others, to the number of one hundred in all, removed to Mishawum, where they laid out the foundation of a town. Mr. Graves laid out the town in two-acre lots, one of which he assigned to each inhabitant; and afterwards he built a great house for the accommodation of those who were soon to come over to New England. In 1630, a fleet, bringing more than fifteen hundred persons, arrived in Massachusetts bay, the sixth of July. Among the passengers were Governor Winthrop and several other distinguished gentlemen. The governor and several of the patentees took lodgings in Charlestown, in the great house built there the year before; and the rest of the company erected cottages, booths, and tents

about the town hill. Their place of assembly for divine worship was under a tree.

The town and the river were named in honor of Charles Ist, the reigning sovereign in England at the time of its settlement. The peninsula on which Charlestown is built, is small in territory, of an oval form, and with a surface so irregular and variegated, that at almost every step some new and delightful view is presented.

It is united to Boston as a port of entry, and in its various commercial and manufacturing pursuits.

This town is noted for its sacrifices in the cause of liberty; and its soil will ever be dear to the patriot's bosom. The town is not so regularly laid out as Philadelphia, yet it is neatly built, and contains many elegant public and private edifices. The streets are wide and airy, and many of them have recently been planted with trees for shade. Considerable shipping is owned here, engaged in foreign and domestic commerce.

The value of the manufactures, in Charlestown, the year ending April 1, 1837, exclusive of a large amount of leather, was three hundred and ninety thousand dollars. The articles manufactured were as follows: soap, candles, boots, shoes, hats, morocco, chairs, cabinet-ware, vessels, combs, tin-ware, and spirits.

Charlestown has rapidly advanced in business and population within the last seven years. New manufactures have been introduced into the town, as those of linseed oil, lard oil, a lead factory, &c. A large portion of the territory formerly used as pastures, has been covered with new and neat dwelling-houses, and many of the business men of Boston reside here.

Its population in 1845 was estimated at more than twelve thousand.

The *Charlestown Branch railroad*, running to Fresh pond, in Cambridge and Watertown, and recently extended to West Cambridge and Lexington, has added largely to the wealth and prosperity of the town, within the last three or four years.

By means of this road, the *Ice trade*,

which was commenced here in 1803, has been greatly extended, and large cargoes of this *staple* of New England are now sent to the most distant parts of the commercial world—to the southern portion of our own country, to the West Indies, South America, the East Indies, and even to England, to please the palate of that prince of epicures, John Bull himself. In 1843, there was exported from this place forty-four thousand tons of this Yankee commodity; forty-six thousand tons in 1844, and in 1845 the demand increased.

Some ten or twelve thousand tons of ice are annually used in Boston and its vicinity.

The *Fitchburg railroad* also terminates in this town, on land adjoining the Warren bridge, not exceeding half a mile from the new custom-house in Boston. This road was commenced through the energetic and indefatigable efforts of Alvah Crocker, Esq., of Fitchburg. It was built by S. F. Belknap, Esq., the contractor for the whole work. S. M. Felton, Esq., of Charlestown, and J. P. Whitwell, Esq., were the engineers. The road was opened to Fitchburg, (forty-nine and three quarter miles,) on the 5th of March, 1845. They have a large brick passenger depot, and another large freight depot, an engine house, machine shop, &c., on their land, near Warren bridge, bordering the river.

There are in the town four first class public grammar schools,—one exclusively for girls, and a large number of primary schools,—all well conducted and sustaining a good character. There are two female seminaries, some private schools, and several public halls. The town also has one well-conducted newspaper, called the *Bunker Hill Aurora and Boston Mirror*, established in 1827, by William W. Wheildon, Esq., its present proprietor and editor.

See *Bridges*, under Avenues in Boston; *State Prison*, under State Institutions, and *Asylum for the Insane*, under Somerville.

BUNKER HILL MONUMENT. On the 17th June, 1825, the corner-stone of an *Obelisk* was laid on the heights in this town, by the illustrious La Fayette, to commemorate the battle between the Americans and British, on the 17th of June, 1775. In that battle, four hundred and forty-nine Americans and one thousand and fifty-five Britons were slain. Charlestown was burnt by the British the same day. The site of the monument is sixty-two feet above the level of the sea. It is of hewn granite, thirty feet square at the base, fifteen feet square at the top, and two hundred and twenty feet in height. It was finished, and its completion celebrated, on the 17th June, 1843.

THE UNITED STATES NAVY YARD. This naval depot is situated on the north side of Charles river, on a point of land east of the centre of the town of Charlestown, extending along the harbor from the mouth of the Charles to the mouth of the Mystic river.

This yard was purchased by the United States, under authority of an act of Congress, in the year 1800. The state of Massachusetts, by an act of the legislature of that year, gave its assent to the sale, under certain restrictions. Aaron Putnam was the agent of the United States in making the purchase. Unable to agree with the principal proprietor, John Harris, on the price of the land, Putnam petitioned the Court of Sessions, for the county of Middlesex, then sitting in Concord, to summon a jury to fix upon its fair value. The petition was granted, the jury made their award, and Harris conveyed his portion of the land for the consideration of sixteen thousand five hundred and eighty-seven dollars. Besides Harris, there were several other proprietors. The cost of the whole purchase, including commissions, was about forty thousand dollars.

On the side next the town, the yard is protected by a wall of stone masonry, sixteen feet high; on the harbor

side are several wharves and a dry dock; except the approach to these, a sea-wall is extended the whole harbor line.

This dry dock was authorized by the nineteenth Congress, commenced 10th July, 1827, and opened for the reception of vessels 24th June, 1833. It is built of beautifully hammered granite, in the most workmanlike and substantial manner; is three hundred and forty-one feet long, eighty feet wide, and thirty deep, and cost about six hundred and seventy-five thousand dollars.

There are in this yard four large ship-houses, various mechanic shops, store-houses, dwelling-houses for the officers, and marine barracks, besides an extensive pope-walk of granite. There are, too, in the yard, large quantities of timber and naval stores, exceeding in value two millions of dollars.

More or less ships of war are at all times lying here in ordinary. Two line of battle ships, the *Vermont* and the *Virginia*, are now on the stocks, in ship-houses, in an unfinished state. The keel of the former was laid down in September, 1818, and of the latter in May, 1822. Both are yet in a good state of preservation, and, upon emergency, might be put into the water, and got ready for sea in a few months. There is a sufficient depth of water for the largest ships of war to lie afloat, at all times, at the ends of the wharves.

The yard contains within the wall about one hundred acres, and, independent of all buildings and works, the site would now readily command more than one million dollars.

Many improvements have been made in it within a few years. Its general appearance is neat and fit; and for all manufacturing purposes connected with building and equipping ships of war, perhaps no other yard in the Union offers so great facilities. Connected with the yard, and under the general direction of the commandant, are also a naval magazine, and hospital at Chelsea.

CHARLTON.

WORCESTER Co. The lands in this town are elevated and rough, but the soil is strong and rich, and well adapted for agricultural purposes. Many small streams rise in the highlands, and form the head branches of the Quinebaug, by which the south-western part of the town is watered. There is a good water power in the town, and considerable manufactures, but the farming interest is the most prominent.

Charlton was taken from Oxford in 1754, and lies thirteen miles south-west from Worcester, and fifty-seven west south-west from Boston, by the western railroad.

A church was organized in Charlton in 1761, and the Rev. Caleb Curtis ordained. He was succeeded by the Rev. Archibald Campbell, in 1783; Rev. Erastus Larned, in 1796; Rev. Edward Whipple, in 1804; Rev. John Wilder, in 1827; Rev. William H. Wittemore, in 1833; and Rev. Isaac R. Barbour, in 1836.

CHATHAM.

BARNSTABLE Co. The soil of Chatham, if soil it can be called, is rather better than is generally found on this part of Cape Cod. Its surface consists of sand hills, with narrow valleys between them, ponds and swamps.

The harbor of Chatham, which was formerly a good one, is now nearly destroyed by the shifting of the sand-bars near its mouth. Where the entrance to it formerly was, there is a beach twenty-five feet high, covered with beach grass, and a mile in length.

Nature has been indulgent to this town, in common with all the towns on the Cape, in giving it the necessary and healthful element of soft and pure water, from no less than thirty handsome ponds.

If the good people of Cape Cod and Boston should change places, it is quite certain that the female portion of the former could not long retain their beautiful complexions, unless

the waters of some sparkling river, lake, or pond were brought to their relief.

There is considerable wealth in this place. A large amount of tonnage is owned here, which sail from other places. The value of fish cured at Chatham is very considerable, and large quantities of salt are made. There are also some manufactures of shoes, and other articles of domestic use.

The village is elevated and pleasant. In a fair day, Nantucket can be seen without a glass, twenty miles.

Its Indian name was *Manamoyit*. It was first settled about 1665. In 1720 the first church was formed in the town, and the Rev. Joseph Lord was ordained. He preached here twenty-nine years.

Chatham lies on the south side of the cape, twenty miles east from Barnstable, and thirty-two south south-east from Provincetown. Across the cape to Brewster is about nine miles.

CHELMSFORD.

MIDDLESEX Co. Chelmsford was granted, in 1653, to some persons in Woburn and Concord, and comprised the territory of Westford and Lowell. Its first minister was the Rev. John Fisk, in 1654. The Indian name of the place was *Pawtucket*, the name of the celebrated falls on the river Merrimack, at Lowell, and the name of a large and powerful tribe of red men, who lived by fishing and hunting in the neighborhood of the rapids on that beautiful stream. There is a great variety of soil in the town; some of it is very good and productive, but a large part is broken, sandy, and swampy.

The manufactures of the town are important and increasing. They consist of cotton and worsted goods, scythes, and various kinds of iron ware.

This place is noted for its beautiful granite and limestone.

Middlesex village, at the head of the Middlesex canal, is a pleasant place, but its business has declined

since the removal of the glass works, and the diminution of business on the canal.

The village of North Chelmsford lies on the banks of the Merrimack, and is very pleasant; it contains a depot on the Nashua railroad, four miles west from Lowell, thirty miles north-west from Boston, and forty-six miles south by east from Concord, New Hampshire.

CHELSEA.

SUFFOLK Co. This town was formerly a part of Boston, and now with that city forms the county of Suffolk. It was called by the first settlers Rumney Marsh, instead of the Indian name of *Winnisemet*. For nearly a century this town was retarded in its growth, on account of the difficulties attending getting to and from Boston. At the time of its incorporation, it required, with a team, a journey of more than twenty miles, although the distance across the water was less than one and a half miles. Since the steam-ferry and other avenues have been opened, the town has grown rapidly, and bids fair to be equal in population to any other place in the immediate vicinity of Boston. It contained in 1845, about five thousand inhabitants.

A new and delightful village has sprung up in the vicinity of the ferry, since 1830, containing over seven hundred buildings, erected on spacious streets, with side-walks, lamps, &c., giving the place the appearance of a city. There are nine religious societies in the town; handsome school-houses and good schools, for the support of which five thousand six hundred dollars were raised for 1845.

The surface of the town is broken into several beautiful eminences, affording delightful views of Boston, Charlestown, Bunker Hill, Medford, Lynn, Nahant, and Boston harbor. Powder-horn hill, about four miles from the ferry, is two hundred and twenty feet in height.

With the exception of *Winnisemet* village, at the ferry, the inhabi-

tants are generally engaged in agricultural pursuits.

There is a printing office in the town, an extensive iron foundry, a laundry, steam saw-mill, grain mill, planing and turning establishments, balance factory, several wheelwright establishments, blacksmith shops, &c. The principal manufactures of Chelsea are of leather, steam-engines, steam-boilers, salamander safes, iron-castings, upholstery, wood, steel, and copper engravings, snuff, cigars, harnesses, carriages, tin-ware, stone-ware, boots and shoes, bricks, salt, varnish, shoe-blackening, whiting, a great variety of machinery, and other articles.

THE UNITED STATES MARINE HOSPITAL AND THE NAVAL HOSPITAL in this town, are on a large plot of ground, in a delightful and airy situation, and afford a comfortable retreat for sick and disabled seamen. Point Shirley, extending south-easterly, forms the northern part of Boston harbor, and has become a fashionable resort in summer.

Winnisemet ferry, leading from the foot of Hanover street, in Boston, to this town, is probably the oldest establishment of the kind in America. The first grant was given to Thomas Williams, in 1631. The distance across Charles river is about a mile and a third. Neat and commodious steam-boats are continually running across this delightful stream, making the *Winnisemet* of the Indians the *Hoboken* of Boston.

CHESHIRE.

BERKSHIRE Co. This town lies ten miles north from Pittsfield, and was first settled in 1767. The first church in the town was formed at Stafford's Hill village, in 1769, and Elder Peter Werden was settled the following year.

The centre of the town, through which the south branch of the Hoosic runs in a northern direction into Adams, is a rich and fertile valley. To the east and west of this, the ground

gradually rises into hills and mountains. The township is admirably fitted for grazing, to which the attention of the inhabitants is principally turned; though considerable quantities of grain are raised. Extensive and valuable dairies are kept, and the *Cheshire cheese* has acquired a wide and merited celebrity. The famous *mammoth cheese*, presented to President Jefferson, January 1, 1802, contributed much to bring this town into notice. On a given day, the dairywomen sent their curds to one place. The quantity was too great to be pressed even in a cider-mill; so that in addition to the intended present, three additional cheeses were made, weighing seventy pounds each. The mammoth cheese weighed about one thousand four hundred and fifty pounds. Mr. Jefferson sent back a piece of this to the inhabitants to satisfy them of its excellence; and he also sent pieces of it, it is said, to the governors of the several states.

From the west village, or "Four Corners," to South Adams is about four miles.

CHESTER.

HAMPDEN Co. This town contains two flourishing villages, both of which are on the western railroad. The first we meet, in going from Boston to Albany, is *Chester village*, on the north branch of Westfield river, and busily engaged in manufacturing. This village is twenty-one miles west from Springfield, and one hundred and nineteen miles west from Boston, by the railroad.

Factory village lies seven miles westward of Chester village, and is watered by the western branch of the Westfield river. It has good mill privileges, many of which are well improved.

Chester is a mountainous township, but it has good land for grazing, and produces much good wool, and many fine cattle. We witness much wild scenery as we pass through this town, some of which is exceedingly picturesque.

CHESTERFIELD.

HAMPSHIRE Co. This is a mountainous township, having the north branch of the Westfield river passing through its whole extent.

The first church here was formed in 1764, and the Rev. Benjamin Mills settled the same year.

There is a considerable manufacturing interest in Chesterfield, and much of the most valuable kinds of wool is grown. The soil is rough, but excellent for grazing. Beryl and emeralds are found here. In the channel of the Westfield river at this place, is a curiosity. The river "is worn into the solid rock, in places, nearly thirty feet in depth, and may be traced from the bridge nearly sixty rods, appearing as if cut out by human hands."

Chesterfield lies about eleven miles west north-west from Northampton, and one hundred and one west north-west from Boston.

CHILMARK.

DUKES Co. This township comprises the westerly part of the island of Martha's Vineyard; also a range of smaller islands called the Elizabeth Islands, and the Island of Noman's Land. That part of the territory which lies on Martha's Vineyard is more varied in its surface than that of any other part of the county. At the northern and western parts of it are hills of considerable height, from which fine views are obtained of the ocean, the sound, through which vessels are continually passing, the Elizabeth Islands, and many parts of the shores in Buzzard's bay, and Barnstable county.

Between these hills are many pleasant and fertile valleys, productive of grass and all sorts of grain. Swamps are numerous, and, when drained, are converted into good meadow lands.

Granite boulders abound, many of them of large size, and curious in their shape. There are a few small streams in the town, and a number

of ponds. Iron ore is found here, and exported to the main.

Gay Head comprises the southwestern part of this township, and of the island of Martha's Vineyard. This headland forms the western part of a peninsula of between three and four miles in length. It lies about sixty miles east north-east from Montauk, on Long Island, and is a noted landmark for sailors.

This bluff or head is about one hundred feet above the sea, and is crowned by a light-house. It is formed of clay and other kinds of earth, having most of the colors of the rainbow. In a clear day, this part of the island, which bears evident marks of volcanic eruptions, makes a *gay* appearance. From this circumstance it derived its name.

Gay Head consists of some of the best land on the island, about two thousand four hundred acres of which are reserved to the descendants of the native Indians, who till and improve it, and on which they reside. They number about two hundred and thirty, but few of which are of pure blood. Their church, which was founded more than one hundred and fifty years ago, consists of about forty communicants. Divine service is usually performed by some of their own people, and within a few years their condition has been much improved in regard to temperance.

The *Elizabeth Islands*, a part of this town, lie between Martha's Vineyard and the main land, and form Vineyard Sound on the south-east, and Buzzard's Bay on the north-west. They are thirteen in number, and extend in a south-west course about seventeen miles, from Wood's Hole, a strait between them, and the most south-westerly part of Barnstable county.

Beginning north-east, the first island is Nannamesset, which is a mile and a quarter long, and half a mile in breadth. It is inhabited by three families, and has salt works. In the south-west part of the island is a high

hill called Mount Sod. The next island, Onkatomka, is three quarters of a mile in length, and half a mile in breadth. Between Nannamesset and Nashawn, towards the sound, are two small islands, called the Ram Islands. South-west from Nannamesset, and divided from it by the gut, is Nashawn. This island is seven miles and a half long, and a mile and a quarter broad. The soil in the eastern part is a sandy loam, and good; in the western part light and inferior. Nearly one half of the island is in woods and swamps. At half a mile distance north of Nashawn, in Buzzard's bay, are three small islands, called Wepecket Islands, the largest of which is not a quarter of a mile in length. West of Nashawn, and separated from it by a strait called Robinson's Hole, is Pasque Island, which is a mile and three quarters long. The soil is light, and more stony than the other Elizabeth Islands. South-west from Pasque, and separated from it by Quick's Hole, is Nashawenna, three miles and a quarter long, and a mile and a quarter broad. Cattahunk lies west of Nashawenna, from which it is separated by a shoal, and is two miles and a half long, and three quarters of a mile broad. The soil is rich and good. North of Cattahunk is Penequese, which is three fourths of a mile long, and half a mile broad. Three quarters of a mile east of Penequese is Gull Island, which is less than a fourth of a mile in length.

The soil of these islands is generally good; it is well adapted for grazing. Sheep, which find no shelter here in the winter, are always in good condition, and produce heavy fleeces. These islands were formerly noted for an abundance of game. Some deer are still found.

Noman's Land. Chilmark extends her jurisdiction to this little island, comprising a territory of about a mile and three quarters in length, and three quarters of a mile in width. It lies four miles from Squibnocket point, at the south-east part of the town, and a little more than six miles south by

east from Gay Head light. The land is composed of hills of moderate elevation, with warm, gravelly soil; and of several swamps, with some bushes and peat. Some sheep are kept here, but the island is mostly used by fishermen, and by pilots, who visit it in the winter season, to look for vessels coming on the coast, for whose accommodation a dwelling-house and several huts are erected.

From Chilmark to Edgarton is twelve miles, and to Tarpaulin cove, on the island of Nashawn or Naushon, is seven miles. To Boston, via. Wood's Hole and New Bedford, is eighty-three miles; twenty-eight of which is by water.

CLARKSBURGH.

BERKSHIRE Co. The soil of this town is hard and stony. About two thirds of it lies on the Hoosic and Bald Mountains, which is cold and rocky, but covered with valuable oak, chestnut, spruce, and hemlock timber. Between the mountains, the soil is good for grazing, affording a suitable proportion of arable land to accommodate the inhabitants, for the production of dairies and wool. Wheat, rye, oats, potatoes, and flax are successfully cultivated in every part of the town, except on the rocky clefts of the mountains.

Clarksburgh sends to market some produce of the dairy and some wool, but its principal commodity is lumber, of which much is manufactured, and sent to the neighboring towns.

The town is well watered by Hoosic river and Hudson's brook. It was first settled by a number of persons, by the names of Ketchum, from Long Island, and Clarke from Rhode Island, in 1769.

It lies about twenty-five miles north from Pittsfield, and one hundred and twenty west north-west from Boston, and is bounded on the west by the north part of Williamstown.

COHASSET.

NORFOLK Co. This town was, till 1770, a precinct of Hingham, and

was called Conohasset,—an Indian name, signifying a fishing promontory.

The first religious society was formed, and a meeting-house built in 1715; and the Rev. Nathaniel Hobart was settled in 1721.

It is little more than four miles square, and contains some excellent soil; though it is, for the most part, rocky, and difficult of cultivation. Its productions are principally corn, potatoes, and the different kinds of grain. The inhabitants, however, rely chiefly upon navigation and the fisheries for their support,—having about fifty vessels employed in the fishing, coasting, and merchant's service. The Conohasset river flows through a part of the town into the harbor, and in its course turns two grist-mills, one of which is quite an extensive flour and meal establishment. This river anciently formed the boundary line between the Plymouth and Massachusetts colonies.

In the south-westerly part of the town, there is a fresh pond, of ninety acres, abounding with pike and other fish, common to fresh water.

The Indian Pot, so called, is considered quite a curiosity. It is situated near the base of a large mass of solid rock, near what was once the seashore. Its cavity is as round, smooth, and regular as a well-formed seething-pot; and will hold about twelve pails full. On the same mass of rock is another excavation, called the Indian Well. This is about ten feet deep, half of it circular, and half semi-circular. Both of these are thought by some to have been made by the Indians, for the purpose of preparing their food and catching rain-water; but it is quite as probable that they were worn by loose stones, moved violently round by the flowing and ebbing of the ocean.

The situation of this town is delightful and romantic, and being exceedingly easy of access by the Hingham steamboat, it attracts a great many visitors in the summer season. The climate is very healthy, except for those whose lungs are too weak to

bear the east winds, which prevail in the spring and fall.

The rocks on the coast, which have been the means of sending many to their watery graves, may have given to the town a bad name; but all unfavorable impressions will be soon obliterated by a residence in its pleasant village.

It is proposed to construct a railroad from this place, through Hingham, Weymouth, and Braintree, to Quincy, and from thence by the Old Colony railroad to Boston. The distance is nineteen miles. When this is done, it will not be an hour's ride from the centre of the city to as exhilarating air, fine sea-bathing, and beautiful marine scenery, as Cape May, Rock-away beach, or even our own Nahant can offer.

COLERAINE.

FRANKLIN Co. This town was first settled about the year 1746. A part of the first settlers were Irish presbyterians, and the church established by them retained its denominational character until 1819, when it was changed to that of the congregational order. The town was named in honor of Lord Coleraine, of Ireland, and its first minister, the Rev. Alexander McDowell, who was settled in 1753, was from that country.

Coleraine lies nine miles north-west from Greenfield, and ninety-nine west north-west from Boston.

Coleraine has a larger population than any other town in Franklin county. It is finely watered by two branches of North river, a tributary stream of Deerfield river, affording water power for a number of factories in various parts of the town, which are now in successful operation. After the union of the two branches of the North river in this town, in its course towards Deerfield river, it passes through a very narrow defile, with lofty elevations on each side, particularly on the north bank; the road, in some places, passes at a great elevation from the bed of the river, and to a lover of natural scenery in its

varied forms, this place possesses uncommon attractions.

The manufactures of the town consist of cotton goods of various kinds, iron-castings, and a number of other articles. Its manufactures are rapidly increasing. The surface of this town is somewhat rough and uneven, yet it contains much land of a fine quality, and produces, for market, many cattle, and much wool, butter, and cheese.

CONCORD.

This is one of the shire towns of the county of Middlesex. Concord is situated on the river of the same name, seventeen miles west north-west from Boston, by the old road, fourteen south south-west from Lowell, and thirty north-east from Worcester.

This town was the first inland settlement in the colony of Massachusetts Bay. The township was originally six miles square, and derives its name from the harmony in which it was purchased of the natives. Its Indian title was *Musketaquid*.

The manufactures of Concord consist of cotton goods, satin and flannel, boots, shoes, hats, ploughs, lead pipe, chairs, cabinet-ware, &c.

The surface of this town is quite level; its soil in some parts is sandy, but generally it is moist and fertile. The Concord and Assabet rivers water the town, and afford it some water power. The Fitchburg railroad passes through the town, and affords a safe and expeditious conveyance, twenty miles, to Boston.

Concord took an active part in the prosecution of the war against King Philip, in 1675-6, and in April of the latter year, ten or twelve of its citizens were killed, in the attack made by the Indians on the neighboring town of Sudbury. The general court has frequently held its sessions in this town, and in the year 1774 the provincial congress selected it as their place of meeting.

On the 19th of April, 1775, a detachment of British troops, sent out by General Gage, for the purpose of seizing a quantity of military stores

which were deposited here by the province, were met at the North bridge by the citizens of Concord and the neighboring towns, and forcibly repulsed. It was at this spot that the first regular and effectual resistance was made, and the first British life was taken, in the war of the revolution. The graves of two of the British soldiers, who were killed at this place, are still marked, and a suitable monument is erected near the site of the bridge, to commemorate the event. The monument is of granite, in the form of an obelisk; its height about twenty-five feet; the base, which is square, is a large block, five and a half feet broad, and about three feet in height. On the west side of the next block, is inlaid a slab of white Italian marble, on which is engraved the following inscription:—

“Here,
On the 19th of April,
1775,
Was made
The first forcible resistance
To British aggression.
On the opposite Bank,
Stood the American Militia.
Here stood the invading Army,
And on this spot
The first of the enemy fell
In the War of that Revolution
Which gave
Independence
To these United States.
—
In gratitude to God,
And
In the love of freedom,
This Monument
Was erected
A. D. 1836.”

The following inscription is copied from a monument in a grave-yard in this town. It has often been printed; it is time it was stereotyped:—

“God wills us free;—man wills us slaves. I will as God wills; God’s will be done. Here lies the body of JOHN JACK, A native of Africa, who died March, 1773, aged about

sixty years. Though born in a land of slavery, He was born free. Though he lived in a land of liberty, He lived a slave; Till by his honest, though stolen labours, He acquired the source of slavery, Which gave him his freedom: Though not long before Death, the grand tyrant, Gave him his final emancipation, And put him on a footing with kings. Though a slave to vice, He practised those virtues, Without which kings are but slaves.”

CONWAY.

FRANKLIN Co. South and Bear rivers, tributaries of Deerfield river, give to Conway an excellent water-power. Manufacturing establishments were erected here some years ago; they have steadily advanced until they have become of much importance, both to the town and county.

Conway lies eight miles south-west from Greenfield, six west by south from Deerfield, and ninety-eight west north-west from Boston.

At no distant day the “Iron Horse” will be seen prancing through the beautiful valleys of this and other towns in Franklin county, bearing to market the products of the soil and spindle of this hitherto secluded section of the state.

The surface of this town is uneven and in some parts quite elevated. The soil is strong, and its products of wool, cattle, and of the dairy, are considerable.

The village in the centre of the town is located in a small valley, between Beal’s and Billing’s hills; it is very neat and picturesque.

The Rev. John Emerson was the first minister in Conway; he was settled in 1769. At that time there were but few inhabitants in the town. Mr. Emerson used to say, “it was literally John preaching in the wilderness.”

It is said that Mr. Emerson possessed great piety and good sense, and had an impediment in his speech. Dryden says that “Virgil had an impediment in his speech, as it often

happens to great men, it being rarely found that a fluent elocution and depth of judgment meet in the same person."

CUMMINGTON.

HAMPSHIRE Co. This township is on the range of the Green mountains, but though elevated, its soil is strong and productive.

It lies twenty miles north-west from Northampton, and one hundred and ten miles west from Boston.

It was first settled in 1770. The first minister in the town, the Rev. James Briggs, was ordained in 1779. He was succeeded in 1825 by the Rev. Roswell Hawkes.

Deerfield river passes through the town, and receives from the mountains and valleys of Cummington a great increase of its waters. The hydraulic power of the town is very great, and manufactures of cotton and woollen goods, of iron, leather, and many other materials, are increasing.

DALTON.

BERKSHIRE Co. Dalton began to be settled about the year 1755. The Rev. James Thompson, the first minister in the town, was settled in 1795. A meeting-house was built in 1812.

Dalton is a good grazing mountain town, and finely watered by the Housatonic river. Paper has been manufactured here for many years; recently other manufactures have commenced and increased.

The village in the centre of the town is curiously and very pleasantly situated. It is in the valley of the Housatonic, and encircled on three sides by that beautiful stream. Its site comprises about a hundred acres of elevated ground, from which a fine prospect is presented of the whole valley, and surrounding country.

Dalton is now approached with great facility by the western railroad, which passes through it. It lies five miles east from Pittsfield, and one

hundred and forty-six miles west from Boston.

DANA.

WORCESTER Co. This is a small town, taken from Greenwich, Hardwick, and Petersham, in 1801. There is some very good land in the town, but much of its territory is fit only for the pasturage of sheep and cattle. Swift river and one of its tributaries, Fever branch, passes through its northern and western section. There are some manufactures in the town of leather, palm-leaf hats, &c., but the chief business of the people is farming.

A church was formed here in 1824, but until recently no pastor had been settled. There are now in the town two churches, and two congregational ministers.

Dana lies thirty miles north-west from Worcester, and seventy west by north from Boston.

DANVERS.

ESSEX Co. This ancient town adjoins Salem on the north-west, and contained in 1845, about six thousand inhabitants. South Danvers, a village of about three thousand inhabitants, is about two miles from Salem, and fourteen miles north-east of Boston. There are two other villages, one at the New Mills, and the other at the Plains.

This town has long been distinguished for its enterprise, industry, and economy, characteristics that have secured to a large proportion of the citizens a character for integrity and independence highly creditable. A large part of the inhabitants are occupied in agricultural pursuits. Few towns of the north can show more successful cultivation of their lands. A ready market for the produce is found at Salem and Boston. As an example of this produce, more than fifty thousand bushels of onions have been sold annually for ten years past.

Various kinds of manufactures are carried on in this town to a great ex-

tent. The annual products in these departments exceed two millions of dollars. Those connected with the tanning of leather, and the manufacture of boots and shoes are most prominent. More than twelve thousand cords of bark are annually used, and more than one million dollars of capital constantly used in this business. The currying of leather, manufacture of morocco, pulling of wool, making of glue, and many other processes are carried on to a great extent. There are also manufactures of iron, wool, &c., to a large amount.

The public schools of Danvers are liberally supported, with an annual appropriation of about five thousand dollars, in addition to the income of ten thousand dollars surplus revenue, which is permanently invested in the hands of trustees for the use of the public schools. An alms-house, with a farm of two hundred acres of land connected, has been obtained, at a cost of twenty thousand dollars, and affords one of the best establishments of the kind to be found.

This town was formerly a part of Salem, and made a distinct corporation in 1756. Many of the historical events of Salem have a direct reference to Danvers. The house in which the Rev. Mr. Parris lived, when the delusion of the "Salem Witchcraft" commenced, is now standing near the plains on which were quartered the troops of General Gage, in the autumn previous to the battle of Lexington, in which battle seven of the young men of Danvers were slain. Near the same field is now standing a pear-tree, planted by Governor Endicott in 1630.

This town is well watered by Ipswich river and the sea, and possesses a good water-power, both salt and fresh. The town presents a varied surface, and from some of the high grounds are obtained some of the most picturesque views of sea and shore to be found in Massachusetts Bay.

Danvers is abundantly supplied with fine sienite and clay, and with never-failing springs of soft and pure

water, for all the domestic uses of both its own people and those of Salem.

The inhabitants of Danvers have always been distinguished for their patriotism, and its citizens bore their full share in the great contest of the revolution. General Israel Putnam, so celebrated for his courage and his important services in the French, Indian, and Revolutionary wars, was a native of Danvers. Colonel Hutchinson, another commander in the revolutionary army from this town, received the marked approbation of Washington for his services at the crossing of the Delaware. He also commanded a company at the siege and capture of Quebec by General Wolfe, and was at Lake George, and at the defeat of Ticonderoga, with General Abercrombie. At the battle of Lexington he commanded a company of minute men. Jeremiah Page, another hero from this town, commanded a company at Lexington, and afterwards became a colonel in the army. Captain Samuel Page also fought at Lexington, and commanded a company in the revolutionary army.

A branch of the first church in Salem was formed in Danvers in 1671, and was made an independent church in 1689. Rev. James Bailey was the first pastor. Mr. Bailey was succeeded by Rev. George Burroughs, in 1680; he resigned in 1683, and on the 19th of August, 1692, was executed for witchcraft, on Gallows Hill, in Salem. The third pastor was Rev. Deodab Lawson, from 1683 to 1688. Mr. Lawson was succeeded by the Rev. Samuel Parris, who was born at London, in 1653, and settled here in 1689. It was in the family of Mr. Parris that witchcraft first made its appearance in this country, in 1692.

We copy from *Nemhall's Essex Memorial*, a work of great value, the following statement, as it stands on the church record, in Mr. Parris' own hand-writing:—

"27th March, Sab. 1692 }
Sacrament Day. }

"After the common auditory were dismissed, and before the church com-

munion of the Lord's table, the following Testimony against the Error of our sister Mary Sibley, who had given direction to my Indian man in an unwarrantable way to find out witches, was read by the Pastor. It is altogether undeniable that our great and blessed God hath suffered many persons, in several Families of this little village, to be grievously vexed and tortured in body, and to be deeply tempted, to the endangering of the destruction of their souls, and all these amazing facts (well known to many of us) to be done by Witchcraft and Diabolical operations. It is also well known that when these calamities first began, which was in my own family, the affliction was several weeks before such hellish operations as witchcraft was suspected. Nay it never break forth to any considerable light until diabolical means was used by the making of a cake by my Indian man, who had his directions from this our sister Mary Sibley, since which apparitions have been plenty, and exceeding much mischief hath followed. But by this means it seems the Devil hath been raised amongst us, and his rage is vehement and terrible, and when he shall be silenced the Lord only knows."

In a grave-yard in Danvers is a monument to the memory of Miss Whitman, better known to readers of romance by the name of *Eliza Wharton*, who died here in 1788, under circumstances of peculiar distress.

"This humble stone, in memory of ELIZABETH WHITMAN, is inscribed by her weeping friends to whom she endeared herself by uncommon tenderness and affection. Endowed with superior genius and acquirements, she was still more endeared by humility and benevolence. Let candor throw a veil over her frailties, for great was her charity to others. She sustained the last painful scene far from every friend, and exhibited an example of calm resignation. Her departure was on the 25th of July, A. D. 1788, in the 37th year of her

age, and the tears of strangers watered her grave."

DARTMOUTH.

BRISTOL Co. Dartmouth lies on Buzzard's bay, near its mouth, and has a number of small inlets from the bay, and some good harbors. It has some small streams, the principal of which is the Pamanset. Its Indian name was Aponiganset. In early times, during Philip's war, a large part of the settlements in the town were destroyed by the Indians, and many of the inhabitants slain.

The surface of the town is uneven, but the soil is generally good for agricultural purposes. The fishing business is carried on here to a considerable extent, for which its location is very favorable. A number of whaling ships belong here, also merchantmen and coasters.

There are three villages in the town, Smith's Mills, North Dartmouth, and South Dartmouth, the latter is called *Padan-Aram*, and is situated at the head of Aponiganset bay.

The centre of this town is about five miles south-west from New Bedford, and sixty miles from Boston.

Many of the people here are Friends.

Vast quantities of fish, principally menhaden, are taken in Buzzard's bay, and brought to this town, for the purpose of manuring the land. In 1813, six seines, belonging to different persons, drew an aggregate quantity of eighteen thousand one hundred barrels, which readily sold for thirty cents a barrel.

DEDHAM.

NORFOLK Co. This is the shire town of the county, and lies ten miles south-west from Boston, thirty-five east from Worcester, thirty-five north-west from Plymouth, twenty-six north by west from Taunton, and thirty miles north north-east from Providence.

The public buildings in this town consist of a court-house, of hewn

granite, a granite jail, a brick and granite house of correction, twelve convenient and well located school-houses, and nine handsome houses for public worship.

The court-house is a beautiful building. It has a Doric portico, with four granite columns on each front. It is forty-eight feet in width; and ninety-eight feet in length, including a projection at each end, of ten feet for the porticoes.

The surface of the town is pleasantly varied; its soil, naturally of a good quality, is rendered very productive of all the grains, grasses, vegetables, fruits, and flowers common to the climate, by the good judgment and taste displayed in its cultivation.

This town is finely watered by Charles river on its western border, by Neponset river on the east, and by *Mother Brook*, so called, a canal or artificial river of about three miles in length, passing from the Charles to the Neponset.

This was the first canal made in the United States, and commenced and accomplished within ten years after the first settlement of Boston! The facts are these:—Neither the Charles nor the Neponset afforded the first settlers a convenient water-power. They found that the Charles was sixty feet higher than the Neponset; they therefore dug a canal of about a mile in length, thereby robbing the Charles of about one third of its waters, and conveying it to a spot where nature had provided a descent, from whence the stream thus formed, after various windings and tumblings, meets the Neponset, and passes to the ocean. Dedham is noted for its good hydraulic power, and on "*Mother Brook*" are its most important manufacturing operations.

The manufactures of Dedham the year ending April 1, 1837, amounted to five hundred and ten thousand seven hundred and fifty-five dollars. They consisted of cotton and woollen goods, leather, boots, shoes, paper, marble paper, iron castings, chairs, cabinet-wares, straw bonnets, palm-

leaf hats, and silk goods. The value of silk goods manufactured was ten thousand dollars.

Dedham village is very pleasant, and possesses every inducement to render it a desirable residence for the man of business or leisure.

It is approached from every direction with great ease. A branch railroad from the village meets the Boston and Providence railroad about two miles at the eastward.

Dedham is the birthplace of that eminent, civilian, orator, statesman, patriot, and Christian, FISHER AMES, LL. D. He died here, July 4th, 1808, aged fifty. A monument is erected to his memory.

DEERFIELD.

FRANKLIN Co. Deerfield is a very pleasant town, on the west bank of Connecticut river. It lies ninety miles west by north from Boston, four south from Greenfield, and seventeen miles north from Northampton.

Deerfield river meets the Connecticut at this place, and spreads out a large body of fine alluvial land, in the centre of the town, encircling a village of great beauty.

This is said to be the oldest town in the county. The territory of this, and of parts of some of the neighboring towns was called by the Indians Pocumtuck; it was granted by the general court to a company at Dedham in 1669, after being fairly purchased of the natives. A settlement was commenced here in 1670, and in 1686, the Rev. John Williams was settled as pastor. Mr. Williams' salary was sixty pounds a year, payable in wheat at three shillings and three pence a bushel, peas at two shillings and sixpence, Indian corn at two shillings a bushel, and salted pork at two pence half penny a pound.

Mr. Williams and his family were afterwards captured by the Indians, and endured great suffering; interesting accounts of which have been published.

This is a place of considerable

commerce. The manufactures for one year amounted to one hundred and forty-seven thousand one hundred and ninety dollars. They consisted of leather, boots, shoes, cutlery, (one hundred thousand dollars,) chairs, cabinet-ware, palm-leaf hats, lead pipe, hair-cloth and beds, wagons and carriages, pocket-books, wallets, and corn-brooms. The value of wool grown the same year, (1836,) was two thousand seven hundred and eight dollars.

From the mountains in this vicinity, delightful views are obtained. Deerfield mountain is seven hundred feet above the plain. Sugar Loaf mountain rears its conical peak of red sandstone five hundred feet above the river, and overlooks the ground of many sanguinary battles between the whites and Indians.

This is a place of great interest. While the traveller lingers here, enjoying the beautiful scenery, and hospitality of the people of this quiet town, he cannot fail of contrasting the present scenes with those of former years; particularly with that at *Bloody Brook*, in 1675, when a company of young men from the county of Essex were slain by ruthless savages. A monument commemorating this event, was erected in 1838.

The monument is six feet square, and twenty feet in height. The inscription is as follows:—

"On this ground Captain Thomas Lothrop and eighty-four men under his command, including eighteen teamsters from Deerfield, conveying stores from that town to Hadley, were ambuscaded by about 700 Indians, and the captain and seventy-six men slain, Sept. 18th, 1675, (old style.) The soldiers who fell were described by a cotemporary historian, as 'a choice company of young men, the very flower of the County of Essex, none of whom were ashamed to speak with the enemy in the gate.'

"And *Sanguinetto* tells you where the dead
Made the earth wet, and turn'd the unwilling waters red."

DENNIS.

BARNSTABLE Co. Dennis extends across Cape Cod, which is about seven miles, and is bounded on the east by Brewster and Harwich. Its southern boundary is Yarmouth, nearly six miles of which is Bass river, one of the most important streams on the cape, and which affords the town a small water-power. The Indian name of Dennis was Nobscusset.

The first salt produced by solar evaporation in this country, was made in this town, by John Sears and others, in 1776.

A large amount of shipping belongs to this town, principally engaged in fishing and coasting, and all manned by natives of the town. A great number of ship-masters belong to this town, sailing from various ports in the Union.

The products of the cod and mackerel fishing in one year, amounted to fifty thousand eight hundred and ninety-nine dollars. The manufacture of common salt, epsom salts, vessels, &c., amounted to twenty-five thousand nine hundred and seventy-five dollars.

There are pleasant villages in the town on both sides of the cape, and near them several fine fresh water ponds. From Scargo hill, the highest land in the town or county, and a noted landmark for sailors, a magnificent ocean scene is presented.

Dennis suffered severely in the awful gale of October, 1841. Twenty-six of its finest young men were buried in the ocean in a day; eighteen of which, all school-fellows, left their nearest kindred within a quarter of a mile of each other!

The town was named in honor of its first minister, the Rev. Josiah Dennis, who was settled in 1727.

DIGHTON.

BRISTOL Co. Dighton was formerly a part of Taunton, and lies on the west side of Taunton river, forty miles south of Boston, five south

from Taunton, and twenty miles north-west from New Bedford. Sureganset river affords it a good water-power, on which are important manufactures of cotton and woollen goods, nails, iron wares, &c. The proximity of this place to the sea, by Taunton river, gives it a good deal of ship building and navigation.

The noted "Dighton Rock," on which are curious inscriptions, lies in the limits of the town of Berkley, formerly a part of Dighton.

"The rock is an insulated mass of fine-grained gray granite or grunstein, lying north-west and south-west, on the sands of the river, a few feet above the present low-water mark, but covered at every tide. Its length is eleven feet, and its height four and a half. Towards the land, its form is broken and irregular, but inclining gradually outward from the summit to the base; toward the water, it presents a regular face, and nearly smooth, forming an inclined plane, of about sixty degrees elevation. Of this face, which is of the length of the rock, and about five feet broad, the whole appears to have been originally filled with sculptures; but those immediately at the base, if such there were, are now entirely worn away. A little above, sculptures discover themselves but faintly; while those at the summit are very perfect."

Several drawings of these inscriptions have been taken at various periods; the inscriptions, however, are so indefinite, that no two of them agree entirely with each other. Several of these drawings have been copied, and recently published in Copenhagen, in a splendid work on the Antiquities of America. It is the opinion of some learned men, that these inscriptions are the work of the Norwegian adventurers, who, it is supposed, visited this coast about the year 1000 of the Christian era.

DORCHESTER.

NORFOLK Co. This ancient and respectable town lies on Dorchester bay,

12*

in Boston harbor, five miles south from Boston, and seven north-east from Dedham. It was first settled by a party of Puritans from England. These pilgrims landed from the ship Mary and John, at Nantasket, on the 11th June, 1630, and on the 17th day of that month they located themselves at the Indian *Mattapan*, and called it Dorchester, in honor of their pious and learned friend, the Rev. John White, of Dorchester, in England.

The town included most of the territory of the towns of Milton, Canton, Stoughton, Sharon, and that part of Boston on which stand "Dorchester Heights," memorable for their sudden conversion into a fortress, for the protection of Boston harbor, by order of Washington, on the night of March 4, 1776. These lands were obtained from the Indians by purchase, not by combat. The present limits of the town are about six by three and a half miles.

Dorchester furnished pioneers for the settlement of many parts of the country. A party from this town crossed the trackless wilderness in fourteen days, and settled Hartford, on Connecticut river, in 1635. In 1695, another party emigrated from this place, and settled Dorchester, in South Carolina, and afterwards Medway, in Georgia.

The soil of Dorchester is rocky, but very fertile, and under a high state of cultivation. It is exceedingly productive, particularly of vegetables, fruits, and flowers. Its surface is greatly variegated, presenting a continual succession of picturesque and delightful views of the country, city, and sea. Its hill-tops and valleys are decked with farm-houses and tasteful villas, and nowhere can be found the union of town and country enjoyments more complete.

Dorchester is literally a town of villages. Travel its fine roads which way you will, villages ever changing, ever beautiful, are presented to view. A part of the town has already been annexed to Boston, and should fire and water continue to make steam

old *Shawmut*, now crowded almost to suffocation, will, ere the lapse of many years, sue for another bit of *Mattapan*.

The beautiful Neponset washes the whole of the southern border of the town, and besides its navigable privileges, affords it a large and valuable water-power.

The first water-mill in America was erected in this town, in 1633; and here, about the same time, the cod fishery, the boast of New England, was first commenced.

The manufactures of Dorchester consist of cotton goods, boots, shoes, hats, paper, cabinet, block tin, and tin wares, leather, wearing apparel, soap, candles, chocolate, and playing cards, the aggregate amount of which, in one year, was about half a million of dollars.

The most important villages for trade in Dorchester, are those connected with the tide-water.

"Milton Mills," a handsome village, partly in Dorchester and partly in Milton, six miles south by west from Boston, at the head of navigation on the Neponset, and at the lower falls of that river, contains many manufacturing establishments and commodious wharves for lumber, coal, &c.

Neponset village is very pleasantly situated on the margin of Dorchester bay, and near the mouth of Neponset river, on the great road leading to Quincy and Plymouth. It is a place of considerable trade, and some navigation. This village has steadily increased in business, population, and wealth; and located on good navigable waters, within five miles of the city, it cannot fail of soon becoming an important outport of a crowded metropolis. The Old Colony railroad passes by this and the villages of Commercial Point, Harrison Square, Dorchester Plains, and Savin Hill.

The first settlers of Dorchester came a regularly organized church, with its pastor and officers. They soon erected a house of public worship; but it is a singular fact that "none can tell the precise spot where the first meeting-house was located, nor does

a single stone remain to designate the site of the original burying-ground." There are, however, some mementoes of olden times. The earliest date in the present ancient cemetery that can be distinctly traced, is 1644. We copy the following from among many singular effusions, found on the grave-stones in that cemetery, in commemoration of the dead:—

"Here lies our Captain and Major of Suffolk
was withal,
A Godly Magistrate was he and Major General,
Two troops of horse with him here came,
such worth his love did crave,
Ten companies of foot also, mourning marched
to his grave.
Let all that read be sure to keep the faith as
he has done;
With Christ he lives now crowned, his name
was Humphrey Atherton."

Among the first settlers of Dorchester was George Minot, a ruling elder of the church for thirty years. He erected a dwelling-house in that part of Dorchester where the pleasant village of Neponset now stands. That house is now standing, and is doubtless one of the oldest houses in the country. It is in good repair, and has ever remained in possession of Mr. Minot's lineal descendants. Mr. Minot died December 24, 1671, aged 78. This house is more celebrated for the female heroism displayed within its walls, than for its antiquity. A party of Narraganset Indians, hunting on the borders of Neponset river, stopped at Elder Minot's house, and demanded food and drink. On being refused, they threatened vengeance, and the sachem, or chief of the party, left an Indian in ambush to watch an opportunity to effect it. Soon after, in the absence of all the family, except a young woman and two small children, the Indian attacked the house, and fired at the young woman, but missed his mark. The girl placed the children under two brass kettles, and bade them be silent. She then loaded Mr. Minot's gun, and shot the Indian in the shoulder. He again attacked the house, and in attempting to enter the window, the girl threw a shovel full of live coals into his face

and lodged them in his blanket. On this the Indian fled. The next day he was found dead in the woods. The Indian's name was Chickataubut, but not the Narraganset sachem of that name. The government of Massachusetts Bay presented this brave young woman with a silver wristband, on which her name was engraved, with this motto,—“*She slew the Narraganset hunter.*”

Captain Roger Clap, one of the first settlers of Dorchester, thus describes the great difficulties of himself and companions:—

“O the *hunger* that many suffered, and saw no hope in the eye of reason to be supplied, only by clams, and muscles, and fish. We did quickly build boats, and some went a fishing; but *bread* was with many a scarce thing, and flesh of all kind as scarce. And in those days, in our straits, though I cannot say God sent a raven to feed us, as he did the prophet Elijah, yet this I can say to the praise of God's glory, that he sent not only poor ravenous Indians, which came with their baskets of corn on their backs to trade with us, which was a good supply unto many, but also sent ships from Holland and from Ireland with provisions, and Indian corn from Virginia, to supply the wants of his dear servants in this wilderness, both for food and raiment. And, when people's wants were great, not only in one town, but divers towns, such was the godly wisdom, care and prudence (not selfishness, but self-denial) of our Governor Winthrop and his assistants, that when a ship came laden with provisions, they did order that the whole cargo should be bought for a *general stock*; and so accordingly it was, and distribution was made to every town and to every person in each town as every man had need. Thus God was pleased to care for his people in times of straits, and to fill his servants with food and gladness. Then did all the servants of God bless his holy name, and love one another with pure hearts fervently.”

DOUGLAS.

WORCESTER Co. This town was named in honor of Dr. William Douglas, of Boston, a Scotch gentleman of some eminence, a benefactor to the town, and the author of a history of New England.

Douglas was first settled about the year 1722, and at first was called Sherburne, from which place the first settlers came.

The face of the town is much diversified by hills and valleys, the former affording much wood, and the latter a fine soil for cultivation. Mumford river, a branch of the Blackstone, passes through the east village in the town, on which are fine tracts of intervale, and good mill-seats. The town abounds with springs and small streams, which, in many places, are used for the purpose of irrigating the soil.

The manufactures consist of cotton goods, axes, and other articles. A church was formed here in 1747, and the Rev. William Phipps was the first minister.

The centre village in Douglas lies sixteen miles south from Worcester, and twenty-two north-west from Providence. The east village is two miles north-east from the centre, and forty-two miles south-west by west from Boston.

DOVER.

NORFOLK Co. Dover lies five miles west from Dedham, and fourteen south south-west from Boston. It was taken from Dedham in 1784. This town is bounded northerly by Charles river, and in it are manufactures of nails, iron hoops, and rods, ploughs, brushes, boots and shoes. Total amount of manufactures in 1836, ninety-nine thousand five hundred and fifty-eight dollars.

The surface of Dover is uneven, and a large part of it covered with wood. Pine hill, in Dover and Medfield, four hundred feet above Charles river, affords an extensive prospect.

A church was organized here in 1762, and the Rev. Benjamin Caryl was ordained. Mr. Caryl was succeeded, in 1812, by the Rev. Ralph Sanger.

DRACUT.

MIDDLESEX Co. Dracut is united to Lowell by two handsome bridges over Merrimack river. The town is pleasantly situated on the north side, on the line of New Hampshire, with a tolerable soil, and some water-power by Beaver river.

It lies twenty-seven miles north from Boston, and sixteen north by east from Concord. The manufactures of Dracut consist of woollen goods, leather, cutlery, boots and shoes.

The proximity of this town to Lowell gives it a favorable market for all the varieties of good and wholesome fruits and vegetables which the well-cultivated grounds of Dracut plentifully yield. There is some fine scenery in the town, particularly around Pawtucket falls, when the river is high.

DUDLEY.

WORCESTER Co. The territory of this town was granted by the legislature in 1660. The grantees bought it of the Pegan tribe of Indians, who lived quietly with the first settlers, and became christianized under the

preaching of the apostle Elliot, and others. Some few of them remain.

The town was named in honor of Paul and William Dudley, of Roxbury, who were among the first proprietors.

Quinebaug river on the west, and French river on the east part of the town, give to Dudley an excellent water-power, which is successfully applied to manufacturing purposes.

Dudley is a very pleasant town, with a good soil, and a surface variegated by hills and vales, smiling ponds, and constant streams.

The village on "Dudley Hill" possesses fine views of the surrounding country. It lies about three miles west of the Norwich and Worcester railroad. *Tuft's village*, about three miles west from the railroad, and Merino village, in Dudley and Webster, through which the railroad passes, sixteen miles south from Worcester, and sixty miles south-west from Boston, are pleasant and busy manufacturing places. Merino village lies forty-three miles north from Norwich, and thirty-four miles north-west from Providence.

A church was formed here in 1732, and the Rev. Perley Howe became the first pastor, in 1735. He was succeeded by the Rev. Charles Gleason, in 1744. Mr. Gleason died in 1790, and the Rev. Joshua Johnson was installed the same year.

The Indian name of a large pond in the town is *Chabanakongkomum*.

DUKES COUNTY.

EDGARTOWN is the county town. This county is formed of the islands of Martha's Vineyard, Chappaquiddick, Elizabeth Islands, and Noman's Land—the latter of which is the southern extremity of Massachusetts. These islands lie off, and south of Barnstable county, and Buzzard's bay, and contain about one hundred and twenty square miles. They constitute three townships. The principal island, Martha's Vineyard, the Indian *Nope* or *Capawock*, was first settled by the whites, at Edgartown, in 1641, and is twenty-one miles in length and six in breadth. Although a large portion of this county is woodland, and many of the people engaged in the fisheries and coasting trade, yet considerable wool and woollen cloth are annually sent from the island. There are on these islands about eleven thousand sheep.

This county suffered much during the revolutionary war. In 1778, the

people were compelled to surrender their fire-arms, and two thousand three hundred head of cattle to the British.

"These islands were discovered by Bartholomew Gosnold, in 1602. He landed at Noman's Land, which he called Martha's Vineyard, passed round Gay Head, which he named Dover Cliff, anchored in Vineyard Sound, and landed on Cattahunk, which he named Elizabeth Island, in honor of Queen Elizabeth. Here he concluded to begin a plantation, and accordingly chose a site at the west end of the island. Here, on the north side, is a small pond of fresh water, two miles in circumference; in the middle of its breadth, near the west end, is a small rocky islet. This they fortified, and upon it erected a storehouse. While the men were occupied in this work, Gosnold crossed the bay in his vessel, went on shore, trafficked amicably with the natives, and, having discovered the mouths of two rivers, returned to the island. One of these rivers was that on the banks of which New Bedford is now built. This storehouse was the first house built by the English on the New England shores. When Gosnold was preparing to leave, discontent arose among those who were to have remained, so that the design of a settlement was relinquished, and the whole company returned to England. The next year, in June, Martin Pring entered the harbor of Edgartown, which he called Whitson's Bay, and anchored under the shelter of Chappaquiddick neck, to which he gave the name of Mount Aldworth. Here he remained till the beginning of August, when he sailed for England. In 1619, Captain Thomas Dermer landed at Martha's Vineyard, and was attacked by the natives. He and his companions gallantly defended themselves with their swords, and escaped. Several Indians were killed in the fray.

"Martha's Vineyard, Nantucket, and the Elizabeth Islands were not included in any of the New England governments. William, Earl of Sterling, in consequence of a grant from the crown of England, laid claim to all the islands between Cape Cod and Hudson's river. James Forcett, agent for the earl, in October, 1641, granted to Thomas Mayhew, of Watertown, and Thomas Mayhew his son, Nantucket, Martha's Vineyard, and the Elizabeth Islands, with the same powers of government which the people of Massachusetts possessed by charter. The elder Thomas Mayhew had been a merchant at Southampton, in England, and when he first came to America he followed the same employment. The next year after he obtained a grant of Martha's Vineyard, he sent his son and several other persons to begin a plantation, who established themselves at Edgartown. The father himself soon followed, and became the governor of the colony. In 1644, by an act of the commissioners of the United Colonies of New England, probably at the request of the inhabitants, Martha's Vineyard was annexed to the jurisdiction of Massachusetts. In 1664, the Duke of York received from his brother, Charles II., a grant of New York, including Long Island, Martha's Vineyard, Nantucket, and the islands adjacent, which had been previously purchased of Henry, grandson and heir of William, Earl of Sterling, who previously resigned and assigned them to the duke. In consequence, these islands became a part of New York, but were left mostly to manage their own affairs. It was while Martha's Vineyard and Elizabeth Islands were connected with New York that, with Nantucket, they were made a county by the name of Dukes county. By the charter of William and Mary, which arrived in 1692, these islands were taken from New York and annexed to Massachusetts. In 1695, Martha's Vineyard, the Elizabeth Islands, and Noman's Land, were separated by the legislature from Nantucket, and made a distinct county." See *State Tables*.

COURTS IN DUKES COUNTY.

Supreme Court. LAW TERM. See *Barnstable County*. NISI PRIUS TERM. See *Barnstable County*.

Common Pleas. At Edgartown on the last Mondays in May and September.

Meetings of the County Commissioners. At Edgartown on the Wednesday next after the third Monday in May, and on Wednesday next after the second Monday in November.

Probate Courts. At Tisbury on the third Monday of January. At Holmes' Hole on the third Monday of April. At the Probate Office in Edgartown, on the third Mondays of July and October.

DUNSTABLE.

MIDDLESEX Co. This town was taken from Dunstable, now Nashua, New Hampshire, in 1741. The Nashua river passes the western border of the town, but gives it no important water-power.

The soil is sandy, and generally unproductive of other crops than hops and rye.

Captain John Lovewell, the hero of Pigwacket, and some of his men, were from this town. See Hayward's Gazetteer of Maine—*Fryeburgh*.

Dunstable lies twelve miles west north-west from Lowell, thirty-three miles west from Boston, and seven miles south from Nashua, New Hampshire.

DUXBURY.

PLYMOUTH Co. This is an important maritime town, six miles north from Plymouth, and thirty south-east from Boston. The harbor is formed by a peninsula called the Gurnet, jutting out in a south-east direction from Marshfield on the north, of about six miles in length.

The people in this town are principally engaged in foreign commerce, ship-building, the fisheries, and the coasting trade. In 1837, there were forty-six vessels employed in the cod and mackerel fishery; and the tonnage of vessels built was eleven thousand seven hundred and eleven tons.

There are manufactures in the town, of leather, boots, shoes, salt, cordage, iron, woollen cloth, brass castings, tin ware, &c.

Duxbury has a fund of about twen-

ty-four thousand dollars, for a private academy, and raises about four thousand dollars annually for public schools. Its Indian name was *Mat-takeeset*.

The soil of Duxbury is generally unproductive, yet, in some parts of it, there are spots of great fertility.

There is an apple-tree here noted for its age, size, and fruitfulness. It is upwards of a hundred years old. It is forty feet in height, and its circumference, eight inches from the ground, is sixteen feet. Its fruit, in one year, has made ten barrels of cider, besides thirty bushels for the cellar.

The village in Duxbury is pleasantly located on elevated ground, in full view of the sea. Beyond it, about two miles distant, is "Standish Hill," part of the farm of the renowned Captain Miles Standish, the military hero of New England. He was born in Lancashire, in England, about the year 1584, and was, it is said, heir-apparent to a great estate. After having been for some time in the army in the Netherlands, he settled with Mr. Robinson's congregation at Leyden. Though not a member of the church, he embarked with the first company that came to New England, in 1620, and was chosen their military commander. He was, it is said, of small stature, but of a fiery temper, and perhaps no man possessed a more daring and intrepid spirit.

It is so seldom that Gazetteer makers have an opportunity of "telling things that's tender," we cannot refrain from copying the oft-repeated story about the gallant captain, the hand

some Mr. Alden, and the lovely Miss Mullins. We are more particular about it, because one of our connexions had a cousin whose daughter married an Alden.

"In a very short time after the decease of Mrs. Standish, the captain was led to think, that, if he could obtain Miss Priscilla Mullins, a daughter of Mr. William Mullins, the breach in his family would be happily repaired. He, therefore, according to the custom of those times, sent to ask Mr. Mullins' permission to visit his daughter. John Alden, the messenger, went and faithfully communicated the wishes of the captain. The old gentleman did not object, as he might have done, on account of the recency of Captain Standish's bereavement. He said it was perfectly agreeable to him, but the young lady must also be consulted. The damsel was then called into the room, and John Alden, who is said to have been a man of most excellent form, with a fair and ruddy complexion, arose, and in a very courteous and prepossessing manner, delivered his errand. Miss Mullins listened with respectful attention, and at last, after a considerable pause, fixing her eyes upon him, with an open and pleasant countenance, said, *Prithee, John, why do you not speak for yourself?* He blushed, and bowed, and took his leave, but with a look which indicated more than his diffidence would permit him otherwise to express. However, he soon renewed his visit, and it was not long before their nuptials were celebrated in ample form. From them are descended all of the name, Alden, in the United States. What report he made to his constituent, after the first interview, tradition does not unfold; but it is said, how true the writer knows not, that the captain never forgave him to the day of his death."

EAST BRIDGEWATER.

PLYMOUTH Co. Beaver and Satucket rivers, branches of Taunton river, afford this town a good water-power

for manufactures, and it is thus improved to a considerable extent. The manufactures consist of cotton goods, boots, shoes, nails, tacks, bar-iron, leather, lead pipe, chaises, window-blinds, sashes, boxes, &c. The manufacture of iron commenced here very early after the settlement of the country. Cannon were cast during the revolutionary war, and since that time, small arms have been made here to a considerable extent. The manufacture of nails and tacks has been very large and profitable.

The settlement of this part of Old Bridgewater was not commenced much before 1685. The first minister, Rev. John Angier, was settled in 1724. He died in 1787, and was succeeded by his son and colleague, Samuel Angier, in 1763. The Rev. James Flint became pastor in 1806.

There are two pleasant villages in the town, at which considerable business is transacted.

A branch of the Old Colony railroad, from South Abington to Bridgewater, passes near the village of Jappa, six miles from the former, two miles from the latter, and twenty-six miles from Boston.

EASTHAM.

BARNSTABLE Co. Eastham lies on both sides of Cape Cod, which, at this place, is about three miles across. It is the ancient Nauset of the Indians, and was, with other towns on the cape, purchased of the natives by the people at Plymouth, prior to its grant by the court, in 1644. A settlement commenced the year the grant was made; but the settlers were so few in number that, although a church had been constituted, no minister was settled until the year 1672, when the Rev. Samuel Treat was ordained. At the time of Mr. Treat's settlement the Indians were very numerous, and in a state of barbarism. Mr. Treat learnt their language, and by his preaching, his great kindness and affability, he won their affection, converted them to the Christian faith, and brought them all under the control of good and wholesome laws.

"Mr. Treat having passed nearly half a century of most active labor, died soon after the remarkable storm, distinguished in the annals of New England by the name of the *Great Snow*, in February, 1717. The wind blew with violence; and whilst the grounds about his house were left entirely bare, the snow was heaped up in the road to an uncommon height. It was in vain to attempt making a path. His body was therefore kept several days, till an arch could be dug, through which he was borne to the grave; the Indians, at their earnest request, being permitted in turn to carry the corpse, and thus to pay the last tribute of respect to the remains of their beloved pastor."

The soil of this town was formerly considered as unproductive as any on the cape, but by good management it has been made to furnish a supply of bread-stuffs for its own inhabitants, and some for exportation. There is a pear-tree in this town celebrated for its longevity. It was brought from England by Thomas Prince, who was elected governor of the colony in 1634. Its fruit is said to be fair and good, and yields about fifteen bushels annually.

Eastham lies twenty-two miles east north-east from Barnstable, twenty-three south-east from Provincetown, and sixty-six miles south-east by east from Boston, by water.

EASTHAMPTON.

HAMPSHIRE Co. This is a pleasant town, on the west side of Connecticut river, five miles south from Northampton, of which it was formerly a part. The Hampshire and Hampden canal passes through this town, and meets the Farmington canal, leading to New Haven, in Connecticut.

The Mount Tom range of mountains commences here, and extends into the state of Connecticut. The highest part of the range is in this town, and is one thousand two hundred and fourteen feet above the river.

A large part of the lands in Easthampton are fertile and productive.

There is in this town one of our most flourishing and richly endowed English and Classical Seminaries, founded and endowed at an expense of \$50,000, the munificence of the Hon. Samuel Williston, under the name of the *Williston Seminary*.

EASTON.

BRISTOL Co. There are two pleasant villages in Easton, both well watered by branches of Taunton river, and both having important manufactures.

The north village lies about seven miles north-east from the depot of the Taunton and New Bedford railroad, at Mansfield, and the west village about four and a half miles east from the same place. From the west village, near the centre of the town; it is about ten miles to Taunton, and to Boston twenty-four miles.

The manufactures consist of cotton and woollen goods, pig iron, iron castings, wire, boots, shoes, shovels, spades, forks, hoes, cutlery, palm leaf hats, straw bonnets, surveyor's instruments, and shoe pegs. In 1837, the manufacture of shovels, spades, forks, and hoes, amounted to one hundred and eight thousand dollars.

EDGARTOWN.

This is the shire town of Dukes county, and a port of entry, comprising the eastern part of the island of Martha's Vineyard, and the island of Chappaquiddick. Edgartown lies fourteen miles south-east from Woods' Hole, on Cape Cod, thirty miles south east by east from New Bedford, eighty-five miles south south-east from Boston, and twenty-five miles west south-west from Nantucket. These distances are by railroad and steamboat. The inhabitants of this important maritime town are much engaged in navigation and the fisheries. A number of whale ships belong to this port, some merchantmen, and many coasting and fishing vessels. It is said that between five and six thousand vessels stop and anchor in the

harbor of Edgartown, or "Old Town," as it is sometimes called, in the course of a year, in consequence of bad weather, or head winds.

This harbor is safe, easy of access, and is considered one of the best on the American coast. It is well supplied with water for vessels, by hose from the fountain to the casks in the holds.

The surface of the town is generally plain, with a few elevated spots, rising from sixty to one hundred and twenty feet above the sea. Near the middle of the island, some distance from the shore, is a pond of fresh water, in size of about twenty by ten rods, and from five to six feet in depth. This pond has never been known to be dry.

As the island contains few streams for a water-power, wind-mills supply their place for all domestic purposes.

A great variety of fish are taken at Edgartown, both from the sea and fresh water ponds.

Many kinds of woollen goods are manufactured here in the domestic way, such as blankets, flannels, stockings, mittens, &c. Considerable salt is made on this part of the island.

Chappequidick island lies on the east side of the town, and forms Edgartown harbor. Including Cape Poge, the northern extremity of this island is five miles and a half in length, and from one to two miles and a half in width. The surface of the island is varied by some moderate elevations; its soil is light, but generally productive. There are several families on the island, belonging to which are many faithful and experienced men, who are accustomed to pilot vessels along this rugged coast in a storm.

The first church on the island was gathered at Edgartown in 1642. Thomas Mayhew, a son of Governor Thomas Mayhew, was ordained the pastor, and preached until his death, in 1657. After the death of the son, the father preached both to the English and Indians. For many years after the first settlement, the Indians were very numerous, and by the faithful and untiring labors of the May-

hews, father, sons, and other members of the family, most of them became converted to Christianity, and rendered this infant settlement the most faithful services.

EGREMONT.

BERKSHIRE Co. This town is bounded by Alford on the north, by Great Barrington and Sheffield on the east, by Mount Washington on the south, and by the state of New York on the west.

Part of this township is mountainous, rough and craggy; some parts are undulating, and some part is level, but most of the land is either fit for the plough or grazing.

Green river, which rises in the state of New York, passes through the north-east corner of the town, and with several brooks and ponds, affords it a water-power of sufficient capacity for domestic uses.

This town was first settled by the Dutch, and afterwards by the English, about the year 1730. In 1770, a church was organized, and the Rev. Eliphalet Steele was settled as pastor.

Egremont lies one hundred and forty miles west by south from Boston, and twenty-five south by west from Pittsfield.

ENFIELD.

HAMPSHIRE Co. This town was formerly part of Belchertown and Greenwich, and lies between them. Two branches of Swift river meet in this town, and give it a water-power which adds much to its beauty and wealth. Manufacturing operations commenced here many years ago, but recently new factories have been erected, and the importance of the place, as a manufacturing town, is every year increasing.

The manufactures of this place consist of cotton and woollen goods, leather, boots, shoes, hats, hoes, shingle-machines, palm-leaf hats, wool-cards, cotton batting, and wicking.

There are two pleasant villages in the town, and everything about them

bears the appearance of neatness, industry, and thrift.

Enfield is situated seventeen miles east from Northampton, seventy-five miles west from Boston, by the old road, and ten miles north north-west from the depot of the western railroad at Warren, seventy-three miles from Boston.

ERVING.

FRANKLIN Co. Until 1838, the territory of this town, which was then

unincorporated, had been known by the name of "Erving's Grant." Erving is watered on its south side by Miller's river, a beautiful mill stream, and Connecticut river washes its north-west corner. There is much elevated land in the town, but the soil is excellent for the growth of wool and cattle. There are some manufacturing establishments in the town already, and others are contemplated.

Erving lies ten miles east by north from Greenfield, and eighty miles west north-west from Boston.

ESSEX COUNTY.

SALEM, IPSWICH, and NEWBURYPORT are the shire towns. This county is bounded north-west by Rockingham county, New Hampshire, south-west by Middlesex county, south by Suffolk county, east and north-east by the Atlantic Ocean, and south-east by Massachusetts Bay.

There is much good land in this county, but its surface is rocky and uneven. It has an extensive sea-coast, indented with numerous bays, inlets, and capacious harbors. It is more densely populated than any county of its size in the United States. It has great wealth, and its commerce and fisheries are unrivalled by any section of country, of its extent, on the globe.

Essex county, although of stubborn soil, has many very delightful farms, and furnishes great quantities of hay and vegetables for market. It has many beautiful ponds and commanding elevations, and its sea-board is the delight of every beholder. However fruitful the citizens may have rendered the soil by their industry, this county is essentially a commercial and manufacturing section of New England. The tonnage of the five districts, in 1837, was eighty-five thousand nine hundred and thirty-three tons. The amount of manufactures for the year ending April 1, 1837, was ten million two hundred and sixteen thousand three hundred dollars; and the amount of the whale, cod, and mackerel fisheries, amounted to one million three hundred and seventy-eight thousand one hundred and forty-four dollars.

The principal rivers in Essex county are the Merrimack, Ipswich, and Shawshine.

Essex county has given birth to some of the most distinguished merchants in the United States. Among many others may be mentioned WILLIAM GRAY, ISRAEL THORNDIKE, WILLIAM PARSONS, and JOSEPH PEABODY. See *State Tables*.

COURTS IN ESSEX COUNTY.

Supreme Court. LAW TERM. At Salem on the sixth Tuesday next after the fourth Tuesday in September. NISI PRIUS TERM. At Ipswich on the eighth Tuesday next after the first Tuesday in March.

Common Pleas. At Ipswich on the third Mondays of June and December. At Salem on the third Monday of March. At Newburyport on the third Monday of September.

Meetings of the County Commissioners. At Ipswich on the second Tuesday of April. At Salem on the second Tuesday of July. At Newburyport on

the second Tuesday of October. On the fourth Tuesday of December at Salem, Newburyport, or Ipswich, as determined by the court next preceding.

Probate Courts. At Ipswich on the first Tuesdays of February, March, May, June, August, September, November, and December. At Salem on the first Tuesdays in January, April, July, and October, and the third Tuesdays in February, May, August, and November. At Newburyport on the second Tuesdays in March, June, September, and December. At Haverhill on the third Tuesdays in April and October. At Gloucester on the 2d Tuesdays of May and November. At Marblehead on the Wednesday following the first Tuesdays in April and October. At Lynn on the Wednesday following the first Tuesday in January and July. At Andover, (North Parish,) on the third Tuesday in January, and (South Parish) on the third Tuesday in July.

ESSEX.

ESSEX Co. This was formerly a part of Ipswich, and lies five miles south-east from it, and is four miles east of the eastern railroad depot in Hamilton, which is six miles north from Salem, and twenty miles north-north-east from Boston.

The town is watered by a little river called Chebacco, which empties into Squam Bay, and which gives it some mill-privileges, and navigable accommodations.

The people of Essex were formerly much engaged in the fishing business, but of late years their attention has been directed to ship-building, and the annual amount of tonnage made and sold, is from two to three thousand tons. They obtain their timber from Merrimack river, rafting it through Plum Island Sound, and a canal across the marshes between Ipswich bay and Chebacco river.

Essex is a very pleasant and flourishing town; it contains many fine farms, producing many kinds of fruit in great perfection, and considerable hay for the Boston and Salem markets.

FAIRHAVEN.

BRISTOL Co. Previous to 1812, this town was a part of New Bedford; previous to 1787, both towns belonged to the territory of Dartmouth. The villages of Fairhaven and Bedford, which have given names to the two townships at the head of Buzzard's

Bay, were laid out about the year 1764, on opposite sides of the Acushnet river, which expands between the two villages, and forms a safe and commodious harbor of nearly a mile in breadth.

At Acushnet village, in this town, about three miles from the principal village, is a good water-power for two small cotton factories, a paper mill, &c. A steam mill for the manufacture of cotton bagging has recently been erected.

The principal business of the people of this very flourishing town, is the whale fishery. In 1844, there were forty-five ships and barques belonging to this town, engaged in this business, whose tonnage amounted to fourteen thousand four hundred and sixty-two tons, and manned by crews of eleven hundred and twenty-five men. There are two candle houses and oil manufactories in the town, a bank, insurance office, six churches; good school-houses, and schools liberally supported. Fairhaven is connected with New Bedford by a bridge across the Acushnet, above the harbor, of three quarters of a mile in length; also by a steam-ferry. The two towns are also connected in many of their commercial and social relations.

This is indeed a *fairhaven*; from the circumstance of its beauty, it was thus justly named.

FALL RIVER.

BRISTOL Co. The town of Fall River, one of the most flourishing in

the Commonwealth, is situated in the southerly portion of the county, and having for its southerly boundary a portion of the state of Rhode Island. The population of Fall River was, in 1840, six thousand seven hundred and thirty-eight; it is now, in 1845, probably not much less than ten thousand. The village which bears the same name, being a portion of it in the state of Rhode Island, probably contains about the same number of population as does the town itself.

Fall River was formerly a part of Freetown, but was incorporated as a separate township, and by its present name, in the year 1802 or 3. Soon after the name was changed to that of Troy, and by this name it was designated for some thirty years. At length, however, the village of Fall River becoming altogether the most important portion of the town, and the place being better known by the name which the village bore, than by that which had been given the town, the inhabitants petitioned the legislature, and in 1834, had the name changed back to that under which it had been originally incorporated, and to that which it at present bears.

The town of Fall River, in regard to the union of hydraulic power and navigable waters, is probably without a parallel upon the whole American continent. The great business of the town, and that which mainly has given to it its present importance, is manufacturing. The hydraulic power of the river, although comparatively the volume of water is but small, is yet very considerable. The river has its source about two miles easterly from the village, in the Watuppa ponds. These ponds, although in fact but one, have obtained the plural in consequence of the connection being by a narrow strait, and over which, almost from the first settlement of the country, there has been a bridge. The area of the ponds is about *five thousand acres*—being about eleven miles in length, and on an average about three fourths of a mile in breadth. The supply of water which these furnish is

doubtless mainly in consequence of "perpetual springs." Still there are to it some tributary streams, and two of which are the outlets of other considerable ponds, in a southerly direction. It is probable, too, that there are other ponds, which are the Stafford, the Sowdy, and the Daval ponds—the outlet of the Daval passing through the Sowdy—covering an area of at least *two thousand acres* more. But the entire country drained, and of which Fall river is the outlet, is, for the power it furnishes, comparatively of small extent. The quantity of power, therefore, is to be attributed to the springs alluded to, and to the great and rapid fall of the river, which in less than half a mile is more than one hundred and thirty feet. This fall is now all occupied by large manufacturing establishments; generally each occupying a separate dam; and so rapidly do they succeed each other, that there is scarcely left between the buildings room sufficient for light and air. The river for almost its entire distance is upon a granite bed, and for much of the distance it is confined between high banks, which are also of granite. Differing, therefore, from most other water-powers, this has all, or nearly all, to be occupied between these banks, and most of the wheels connected with the factories are placed directly in the bed of the river. Another distinguishing feature of this river, is, that while it affords an almost uniform and constant supply of water, it is never subject to excess,—an injury in consequence of a freshet has never yet been known. The river is perfectly controllable, and it is therefore that the mills can be built directly across the river, extending from bank to bank, (as many of them do,) the wheels be placed in the bed of the river, and yet from an excess of water no danger is to be apprehended.

The water-power of Fall river was, some fifteen years ago, increased by raising a dam at the outlet of the ponds, and thus raising the ponds two feet higher than ever before they had

been. This enterprise was accomplished at an expense of something more than twenty thousand dollars.

The harbor of Fall River is upon what is usually known as the Taunton river, though more properly speaking, upon Mount Hope or Narraganset Bay. This harbor has a sufficient depth of water for ships of the largest class. Indeed, it is one of those places, which, at a former period, was examined, and received favorable consideration by commissioners of the United States government, appointed to look out a place for a dry dock, and naval depot. Under the old system of dry docks, the advantages of this place for such an establishment were believed to be superior to those of any other place in the Union. The water was sufficiently deep, and the harbor capacious enough, almost, to accommodate the ships of the whole world. But the modern mode of constructing docks has superseded the necessity of such an one as was then contemplated.

This place has within its borders, and in its immediate vicinity, an abundance of fine granite, equal in quality to any in the country. This granite is extensively wrought, giving employment to, and affording support for numerous persons. The immense fortifications at Newport have been mainly constructed with granite obtained at this place. It is also extensively used for building purposes in the village of Fall River, and in some of the neighboring towns. Two very extensive granite buildings in the village, the one for a market and town hall, and the other a block for stores and dwellings, have recently been erected, which perhaps would suffer but little in comparison, even with buildings for like purposes in the city of Boston.

There are in the town twelve churches, eleven of which are in the village. These churches are all of them neat, well-arranged, and commodious. Several of them are large and elegant. It is understood to be a common remark with those who visit Fall River, that it is exceeded by no place in the states, of the same size,

for the beauty and commodiousness of its churches.

They are mostly supplied with well-educated and talented preachers, and are attended, all by respectable, and some of them by large congregations. In truth, it may well be said that the people of Fall River are a church-going people.

There are but two hotels in the town, the Mount Hope House and the Slade House, and in either of them the stranger or the boarder finds himself very much at home. The Mount Hope is an extensive house, erected since the great fire, and in the erection and furnishing no pains have been spared to make it a desirable place for any one disposed to spend a few days. It was erected and furnished by one of the most enterprising citizens of the town, Dr. Nathan Durfee, who spared no expense to make it what it is, a house which would do credit to any portion of New England.

There are regular stage-routes from this place to New Bedford, Taunton, Providence, Warren and Bristol. There is also a steamboat which plies between this place and Providence, and which for most of the year makes a passage daily each way. A steamboat has also been procured, upon the Ericsson plan, to run between Fall River and New York. A railroad was opened for travel in June, 1845, connecting with the New Bedford and Taunton railroad, and thus form a line of railroad communication to Boston, New Bedford, Providence, and to all the intermediate places. It is also in contemplation to extend a railroad to Bridgewater, to intersect with the Old Colony railroad from Boston to Plymouth.

The navigable interests of this place are by no means inconsiderable. There are owned, and now engaged in the whale fishery, six ships and one brig. The vessels owned here and engaged in the coasting business are numerous. And besides these, vast numbers of vessels, and some of them of a large class, are annually chartered to bring lumber, coal, iron, and various other articles consumed by

manufacturers and others, of the place.

A few years ago there were but two or three places in New England that paid more net revenue into the general treasury than did the district of Fall River.

The principal manufacturing business of Fall River consists of cotton, wool, iron, the printing of calico, and the manufacturing of machinery. In the cotton business there are at present employed about forty-two thousand spindles. It is also in contemplation to erect mills, which to fill, will require at least twenty-five thousand more; so that, should this project be carried into effect, the manufactures of cotton will be nearly double what they have been. The thirty-seven thousand spindles run in 1844, produced weekly some one hundred and forty thousand yards of cloth, which was mostly disposed of to the printers of the place, and by them converted into calico. There are two calico establishments, employing some seven hundred hands, and printing weekly more than three hundred thousand yards. There is also one other calico establishment in the town of Tiverton, about one mile distant, and in which has been printed from seventy-five to one hundred thousand yards per week. From the woollen factory is obtained weekly about three thousand yards of satinot or cassimeres, sometimes the one, and sometimes the other, and sometimes a part of each.

The machine shop employs more than one hundred hands, and in which is manufactured machinery of every description, though mostly confined to cotton. No better cotton machinery is found in the country than that made at Fall River. But the great establishment of the place, and that which excites more curiosity than any other, is that for the manufacture of iron. Here is an establishment operated wholly by steam, employing four hundred and fifty hands, and working up, at least, thirty tons of pig and hoop iron per day. In 1844, the iron manufactured by this establishment was ten thousand tons, and the business is to be in-

creased one third. Of this iron, some three thousand five hundred tons have been made into nails, and the balance into hoops, rods, and the various shapes in common use. A small portion, perhaps one tenth, has been made into castings. This is not all the steam-power made use of in Fall River. There are numerous other steam-engines besides those connected with this establishment; and of the mills recently built, one is operated entirely by steam, and the other in part. So that with the power now applied, and proposed to be applied, there can be no limit to the extent to which manufacturing may be carried on. This place has also its full share of shop manufactures, such as are common to places of its size. It has too a manufactory of sperm oil and sperm candles.

On Sunday, July 2d, 1843, the village of Fall River was visited by one of the most destructive fires which has ever occurred in this country. The scene at the time was truly heart-rending. The fire commenced at about three o'clock in the afternoon, when the people had but just assembled in the several churches, for afternoon worship, at a time when there had been no rain for several weeks, when the wind was blowing a gale, and so rapidly did the flames spread, that for a time all human efforts to check its progress were completely baffled; nor was it stopped until the wind changed and had measurably subsided. Very soon was the fire so extended, that the implements for extinguishing it could be brought to bear but on a very small portion of it. The fire was raging upon twenty or thirty, and perhaps forty buildings at one and the same time. The result was that some two hundred buildings, including one factory, the large hotel, and three churches, were consumed, and the loss of property was more than half a million of dollars. There have been larger, much larger fires than this, but for a place of the size of Fall River, its parallel perhaps has scarcely ever been witnessed. But notwithstanding this great fire, and the im-

men's loss of property, by the energy of her citizens, the burnt district is now nearly all rebuilt; and since that time, there has been nearly as much building off of the district as there has been upon it, so that in fact the place is now considerably larger than it was before the fire occurred.

The surface of Fall River is elevated, and uneven, and considered a healthy location for a manufacturing town. Its Indian name was *Queque-teant*.

It lies fifty-two miles south from Boston, by the railroad, eighteen miles north north-east from Newport, by water, eighty-two north-east from Greenport, on Long Island, and one hundred and seventy-six miles north-east by east from New York. It is seventeen miles south from Taunton, fourteen west from New Bedford, eighteen north-east from Providence, Rhode Island, by land, and twenty-seven miles by water.

FALMOUTH.

BARNSTABLE Co. This is a very pleasant town on Vineyard Sound, on the most southern and western border of the county. Falmouth village lies twenty-two miles south-west from Barnstable, and seventy miles south south-east from Boston. Across the sound to Holmes' Hole, on Martha's Vineyard, is six miles, to Edgartown fourteen, and to Nantucket thirty-two miles.

There are belonging to this town a number of ships engaged in the whaling business, and some forty or fifty vessels employed in the coasting trade and fisheries.

Two streams afford the town a water-power for the manufacture of woollen and other goods. Many vessels are built here, and considerable salt, leather, &c., are manufactured. The value of wood annually exported from this town is about ten thousand dollars. Falmouth is embellished with about forty ponds, some of which are salt water and some fresh. These ponds afford a great variety of fish, and their borders are well stocked with game of different kinds. The

scenery around some of these ponds is delightful, and it is well worth a trip from Boston to look at it. Its Indian name was *Succanesset*.

Near the Vineyard Sound, in this town, is a pond of sufficient depth of water for ships of any class, and almost for any number. A petition has been presented to Congress for aid to construct a canal from this pond to the sound. Should this be carried into effect, and the Old Colony railroad be extended from Plymouth to Falmouth, there would be no need of the long-talked of canal across Cape Cod.

Wood's Hole, in this town, lies about four miles south-west from Falmouth village. It is a good harbor, and is much frequented by vessels, and by invalids in search of sea-air and bathing.

FITCHBURG.

WORCESTER Co. This township was formerly a part of Lunenburg, and was first granted by "the Great and General Court of His Majesty's Province of Massachusetts Bay, November 4, 1719," and was called "Turkey Hills," on account of the great number of wild turkeys which resorted here to procure chestnuts and acorns.

A large branch of the Nashua, and two smaller streams pass through the town, and afford it an extensive and constant water-power. Over the Nashua, at the distance of two miles, are a large number of dams for the accommodation of manufactories.

In the immediate vicinity of the principal village is an immense quarry of excellent granite.

This is a very flourishing town, and exhibits in a striking manner the effect of water-power on the increase, wealth, and respectability of many of our interior towns.

The manufactures of the town in 1837, amounted to half a million of dollars, and since that time, their increase has been constant and rapid. The articles manufactured consisted of cotton and woollen goods, paper

leather, boots, shoes, hats, scythes, bellows, palm-leaf hats, straw bonnets, chairs, tin and cabinet-wares, &c., &c.

The surface of the town is quite uneven. In some parts the hills are large, high, and steep; among the number Rollstone and Pearl hills make a conspicuous appearance. Although the surface is rough, the soil of the town is strong and fertile; even the most elevated parts are covered with verdure, and afford excellent pasturage.

In a brief history of Fitchburg, published by one of its friends, in 1793, it is stated, with a laudable degree of satisfaction, that "people from the north-west part of Connecticut river travel much through this place, in their way to Boston, and at present have a stage which runs between them and Boston, and goes and comes twice a week."

We, as faithful chroniclers in 1846, say, that Fitchburg, which bears west north-west fifty miles from the old state-house in Boston, twenty-four north from Worcester, and twenty-four south-west from Nashua, New Hampshire, has become a central point of travel to the capital of New England, not only from "the north-west part of Connecticut river," but from divers other parts, and will shortly become a great thoroughfare for passengers and merchandize from the southern part of New Hampshire; the southern and central parts of Vermont, on both sides of the Green mountains; from the northern counties of the state of New York, from the river St. Lawrence, the outlet of all the great lakes, and from Montreal, the capital of Canada.

The *staging* between Fitchburg and Boston is much improved since 1793. The *horses* are of a different cast altogether; they are stouter and stronger, although they drink nothing but water, and breakfast, dine, and sup on pine-wood and sea-coal. Their common gait is twenty miles an hour, but push them, they'll go forty. They "go and come" three or four times a day, instead of twice a week, and the *stages* are so contrived as to carry one

hundred inside passengers instead of nine. When *extras* are required a thousand may travel with ease and safety.

"The first church in Fitchburg was formed in 1764, and Rev. John Payson was ordained pastor. Rev. Samuel Worcester, his successor, was ordained in 1797, and continued here about five years, when he resigned, and was installed pastor of a church in Salem. Dr. Worcester entered zealously into the cause of missions. He died at *Brainerd*, a missionary station among the Cherokees, June 7th, 1821."

FLORIDA.

Berkshire Co. This town is bounded on the north by Clarksburgh and Monroe, on the east by Rowe, on the south by Savoy, and on the west by Adams. It comprises a part of Zoar, an unincorporated district, which was divided among its abutters a few years since.

This township is situated on the height of the Green mountain range; its surface is much broken, and its climate severe. Hoosic mountain, one thousand four hundred and forty-eight feet above Deerfield river, which washes its eastern boundary, and other mountains in the town, offer to the beholder some of the finest Alpine scenery in the state. The inhabitants of the town acquire a support from summer crops, and the product of dairies.

Florida lies one hundred and twenty-five miles west by north from Boston, and twenty-two north north-east from Pittsfield.

FOXBOROUGH.

Norfolk Co. This town was settled previous to 1700, and was formerly a part of Wrentham, Walpole, and Stoughton. The first minister in the town was the Rev. Thomas Kendall, who was ordained in 1786.

There are a number of pleasant ponds in the town, and several small

streams, which empty into Taunton river. These waters produce a considerable water-power, which is applied to the manufacture of cotton and woollen goods of various kinds. There are also in the town manufactures of iron-castings, shovels, spades, hoes, &c. In 1837, one hundred and thirty-three thousand six hundred and fifty-four straw bonnets were made here, valued at one hundred and twenty-two thousand dollars.

The Boston and Providence railroad passes through the town. The depot is twenty-one and a half miles south south-west from Boston, nineteen and a half miles north by east from Providence, thirteen south from Dedham, and about two miles east of the principal village.

John Shepherd, who died at Attleborough in 1809, aged one hundred and nine years, was a native of this town.

"He retained all his faculties of mind and body, except his eye-sight, to the last, and was just able to walk, with a little assistance, till a few days before his death. He lived over a hundred years on his native spot. He was a man of pious character; cheerful in disposition, jocose, witty, and of a quick understanding. He was deprived of his eye-sight on a sudden, during the night, and was not himself aware of it until the next morning, when he sought in vain for the light of day. He could distinctly recollect events which had occurred a century before. He had one son and several daughters. Two of his daughters lived to upwards of eighty years; and another, Mrs. Mary Mann, of Wrentham, who died in 1828, lived to the age of ninety-seven years. She retained all her faculties and usual cheerfulness and vivacity till the last fifteen years of her life. She abstained almost wholly from animal food, and never was in the habit of drinking tea or coffee, and wondered how people could love either. Her most common food was milk. She adhered to the same fashion in dress for eighty years."

FRAMINGHAM.

MIDDLESEX Co. This beautiful town is situated about midway between Boston and Worcester, twenty-one miles west from the former, and twenty-one miles east of the latter. It is thirteen miles south south-west from Concord. Its population in 1845, is estimated at four thousand.

Framingham is distinguished for its agricultural, manufacturing, and mechanical progress. In the first, it is surpassed by few towns in the county, if any; and none exhibit throughout a better appearance of neatness and thrift. The soil is various, but generally strong and fertile; and with few exceptions, is cultivated with skill and profit. The surface is not very uneven, though there are several elevated and pleasant hills. Nobscot hill, which is partly in Sudbury, and Bare hill, which lies south of and adjacent to, the centre village, command extensive and rich views. The latter was among the sites offered to the consideration of the governor and council for the location of the State Lunatic Hospital.

In the south and south-east parts of the town there are several pleasant ponds, which have long been favorite resorts for rural enjoyments. The principal stream is Sudbury river, which runs north-easterly through the town, and leaves it a little below its manufacturing village of Saxonville.

This spot, on which Saxonville is built, only known for many generations as the locality of Stone's Mills, now arrests the attention and enchains the eye of the traveller, as one of the most beautiful and flourishing villages in New England. A substitute for the ancient mill is built about one mile up the river, and on the old site, stand the factories of the New England Worsted Company, where a vast and increasing business is very successfully prosecuted.

Some ninety rods below, the river receives the outlet of Long Pond, a beautiful sheet of water, lying partly in this town, but principally in Natick.

On this stream stands the principal carpet factory of William H. Knight, Esq. In its neighborhood, he has erected several other large factory buildings, which are filled principally with hand looms.

Mr. Knight commenced his business a few years since, single-handed, and without capital; and so far as man is concerned, is the sole author of his own fortune. No manufactory in the country bids fairer to maintain itself as a substantial, useful, and profitable establishment.

In the south-west part of the town are two large and valuable paper manufactories, where a great amount of business is done. One of them is owned by Calvin Shepard, Esq., and the other by Captain David Bigelow.

There is also a wheel driven by water, on a small stream, about three quarters of a mile south-west from the village, which is used for making machinery, also window-sashes and blinds, in a large and suitable building.

Other manufactures are carried on by hand in all parts of the town; viz., leather, boots, shoes, garments, hats, straw braid, straw bonnets, coaches, and all other vehicles, harnesses, cabinet, tin and sheet-iron wares.

The Framingham Academy, in the centre village, and which has done much towards giving character to the inhabitants, and especially to females, originated in the liberality and love of learning of some twenty-four gentlemen, principally farmers. By a voluntary tax on themselves, they built "the brick school-house," and put the school into operation, in 1792, under a preceptor, qualified to prepare pupils for entrance at the university. In 1799 the school was incorporated by the name of "The Trustees of Framingham Academy;" the building, &c., passing to the corporation, together with an endowment of half a township of eastern land. Since that time it has been a useful and popular seminary, and is now in a very flourishing condition. Of those worthies, the late Dr. Kellogg was the last survivor. In 1836, the old build-

ing was taken down, and a beautiful stone house erected on the same spot. It faces the common on its west side. The old church faces it from the north, and the new and spacious town hall stands at its south end.

The centre village, which commenced its growth at the opening of the Worcester turnpike, in 1807, has seen divers fortunes. But the stranger has always been struck with its smiling and tasteful appearance, its neatly-painted buildings and fences, and its stately rows of trees. Its extensive common, about thirty-four years ago, was made *level*, by the voluntary labor of the farmers, at a cost of four hundred dollars. It was soon after enclosed and surrounded with rows of trees; the streets being located anew, in conformity to the fence. Additional trees have since been set out with good taste and judgment, extending also through the principal streets. For this purpose over six hundred dollars were subscribed by individuals a few years since. From the opening of the Worcester turnpike to the opening of the Worcester railroad, there was no check to the growth, prosperity, and happiness of Framingham village. By the industry and enterprise of those who settled there from year to year, by the character of its principal public house, and the immense travel to and through the place, both for business and pleasure, it had a regular and rapid growth. It was the main thoroughfare between Boston, Worcester, New York, and the west. The stages, teams, and carriages that passed daily were innumerable. In this state of things, the railroad was located on the southern border of the town, at a distance of two miles, passing the whole distance from Boston to Worcester without touching a single place of any considerable business. The depression of property and business, though very serious, has been gradually overcome, and ere long a branch of the Fitchburg railroad will be extended from Weston, through Wayland, Sudbury and Saxonville, to

Frammingham village, to meet the just requirements of one of the most important manufacturing sections in the Commonwealth.

Copy of a translation of the Latin inscription on the monument of the Rev. JOHN SWIFT, the first minister of Frammingham. Mr. Swift was a native of Milton, and was ordained here in 1701:—

"Here lies the Reverend John Swift, who died in 1745, April 24th, in the 67th year of his age. Adorned with gifts both native and acquired; he was a master in the art of teach-

ing; a model of living, conforming in all his acts to the divine laws. To all those with whom he had to do, he exhibited the wisdom of the serpent and the innocence of the dove. While living, he was very much beloved, and he left at death a grateful, though mournful memory to his friends. Through many scenes and trials, and even unto death, he manifested a rare discretion, modesty, patience, and submission to the Divine Will. He at length rests with the Lord, looking for the adoption, that is, the redemption of the body."

FRANKLIN COUNTY.

GREENFIELD is the shire town. The territory of this county was a part of Hampshire county, until 1811. It is bounded on the north by Windham county, Vermont, and a part of Cheshire county, New Hampshire; east by Worcester county; south by Hampshire county; and west by the county of Berkshire.

The surface of Franklin county is elevated; the Green mountain range extends from north to south, presenting some of the wildest and most picturesque scenery in the state. The soil of the county, however broken by hills of no common height, is exceedingly fertile; its numerous expansive valleys of rich alluvian, produces the finest crops of all sorts of grains and grasses; while its mountain-sides afford rich pasturage for countless flocks and herds.

Few sections of our country equal the county of Franklin in the extent and value of its hydraulic power. The noble Connecticut pierces its centre from north to south; the romantic and powerful Deerfield pours its volume of water from the west, while Miller's river comes in from the east, with its rapid current, joins the two former near the heart of the county, and passes to the ocean. These rivers, combined with their numerous tributaries, watering every section of the county, produce a water-power of great extent and usefulness.

Until within a few years the people of this county have confined themselves chiefly to the pursuits of agriculture; and in that their soil and climate have favored them; but since it has been discovered that our work-shops had better be located at home than abroad, they have commenced manufacturing most of those articles for which they had been dependent on others; and it cannot be doubted that, in a few years, with its gigantic water-power, aided by steam in its transportation, this hitherto secluded county will become an important district, both in its agricultural and manufacturing operations. See *State Tables*.

COURTS IN FRANKLIN COUNTY.

Supreme Court. LAW TERM. See *Hampshire County*. NISI PRIVS. At Greenfield on the sixth Tuesday after the first Tuesday of March, and on the second Tuesday of September.

Common Pleas. At Greenfield on the third Monday in March, second Monday in August, and second Monday in November.

Meetings of the County Commissioners. At Greenfield on the first Tuesday in March, on the first Tuesday in September, and on the second Tuesdays in June and December.

Probate Courts. At Greenfield on the second Tuesdays in February, March and May, the fourth Tuesday in August, second Tuesday in October, first Tuesday in November, and third Tuesday in December. At Conway on the 1st Tuesday in February, and third Tuesday in July. At Charlemont on the third Tuesdays of May and October. At Wendall on the last Tuesday of April, and third Tuesday in September. At Warwick on the day following the last Tuesday of April, and the day following the third Tuesday in September.

FRANKLIN.

NORFOLK Co. Charles river and several of its branches meander through this town, and give to it fine mill-seats and a constant flow of water. There are large manufacturing establishments in successful operation on these streams in this town, and large quantities of cotton and other goods are made. The value of straw bonnets manufactured here in one year amounted to one hundred and sixty thousand dollars.

This town was a part of Wrentham until 1778. A church was formed in this part of Wrentham in 1738, and the first minister, the Rev. Elias Haven, became its pastor the same year. The second minister was the Rev. Caleb Barnum, about the year 1760. The Rev. Nathaniel Emmons, D. D., succeeded Mr. Barnum, in 1773, and preached to this people fifty-four years. "Probably no clergyman unconnected with a theological seminary, has guided the studies of so many young men in theology, as Dr. Emmons." He died in 1840, aged ninety-five.

There are in the town some very pleasant villages, and some eminences from which are fine views of the surrounding country.

The town was named in honor of the celebrated Dr. Franklin. Soon after its incorporation, a hint was given to the doctor, then in France, that a present of a bell would be acceptable to the town for the honor conferred. The doctor sent the town

some valuable books, and observed that he presumed the people of Franklin were more fond of *sense* than *sound*.

The centre village in Franklin lies twenty-seven miles south-west from Boston, seventeen south-west from Dedham, and nineteen miles north from Providence, Rhode Island.

FREETOWN.

BRISTOL Co. The Indian name of this town was *Assonet*, and was first settled in 1659. It lies on the east side of Taunton river, eight miles south from Taunton, twelve miles north north-west from New Bedford, and forty-three south from Boston.

The New Bedford and Taunton railroad passes about three miles north-east from Assonet village, at the head of a small bay of that name, and the principal place of business in the town. Assonet river falls into the bay at the village, which, with the bay and Taunton river, affords the village good mill-seats, and navigable facilities. There is considerable business done in this place in the coasting trade and ship building.

The manufactures of Freetown consist of iron castings, cutlery, axes, shovels, spades, hoes, forks, nails, leather, boots, shoes, chairs, cabinet-ware, &c.

The first preacher and teacher in the town was Mr. William Way, who was called here in 1704, "to educate and instruct children in reading and writing, and to dispense the gospel to the town's acceptance."

GARDNER.

WORCESTER Co. This town took its name in memory of Colonel Thomas Gardner, of Cambridge, who fell in the battle of Bunker Hill. It was formerly parts of Westminster, Ashburnham, Winchendon, and Templeton.

A church was gathered in Gardner in 1786, and the Rev. Jonathan Osgood became pastor, school-master, and physician, in 1791, and thus continued nearly thirty years.

The face of the town is uneven, abounding in small hills and valleys; but though rocky, the soil is strong and fertile, producing all the grasses and grains common to the climate, in ample supplies. Most parts of the town abound in springs and small streams, whereby the lands can be watered at pleasure.

Bakersville and Gardnerville are pleasant villages. The former lies near a delightful pond.

Otter river, a branch of Miller's river, and several smaller streams, give the town good mill-privileges, and produce much good meadow.

The manufactures of the town consist of cabinet-wares, chairs, palm-leaf hats, &c. In 1837, they amounted to about one hundred and ten thousand dollars.

Gardner lies twenty-five miles west north-west from Worcester, ten west from Fitchburg, and, by the Fitchburg railroad, sixty miles west by north from Boston.

GEORGETOWN.

ESSEX Co. The territory of this town belonged to Rowley until 1838. It comprised the west part of that town, and was called *New Rowley*. It was first settled about 1669, and its first minister was the Rev. James Chandler, who settled in 1732, and died in 1788.

The surface of the town is beautifully variegated; it has well-cultivated farms, pleasant villages, and Parker's river winding through it. From

"Bald Pate," in this town, the highest land in the county, an extensive and delightful view may be obtained, comprehending a portion of the Merrimack, and the adjacent settlements, together with the beautiful town of Haverhill.

The people of this highly flourishing town are probably more engaged in the manufacture of boots and shoes than any other town of its population in America. The value manufactured annually is said to exceed six hundred thousand dollars.

Georgetown lies nine miles south-west from Newburyport, eight miles north-west by west from Ipswich, seventeen north-east from Lowell, and thirty-three miles north from Boston, by the eastern railroad, through Ipswich.

GILL.

FRANKLIN Co. Gill lies five miles north-east from Greenfield, from which it was taken in 1793, and from which it is separated by Fall river, a good mill stream. It is opposite to Montague, which lies on the east side of Connecticut river, and between which and Gill, are Turner's Falls, alike celebrated for their beauty and magnitude. The town was named in compliment to Moses Gill, lieutenant-governor of the state. The first minister was the Rev. John Jackson, in 1798.

The Connecticut at this place turns abruptly in its course, and spreads out a large tract of intervals of great value.

Around this town are lofty elevations, from which splendid landscapes are obtained of distant towns, of the falls, and of the beautiful Connecticut, winding its devious course between the mountains to the ocean.

Agriculture has hitherto been the chief occupation of the people of this town, but a manufacturing spirit has arisen among them, which will soon give employment to a portion of their valuable water-power, and to the railroad from Springfield, which will soon approach them.

GLOUCESTER.

Essex Co. Gloucester is an important maritime town. Until the incorporation of Rockport, in 1840, it comprised the whole of Cape Ann, which was thus named by Prince Charles, out of respect for his mother. This cape extends about eight miles into the sea, and forms the northern boundary of Massachusetts Bay. Its width is about five miles. There are a number of small islands at its eastern extremity, a mile or two from the shore, on one of which, Thatcher's island, are two light-houses. Gloucester was called by the Indians *Wingaersheek*. This was the first spot inhabited by English settlers on the north side of Massachusetts Bay; its harbor having been improved as a fishing station as early as 1624. As early as 1794, the exports of fish from this place amounted to two hundred and thirty thousand dollars.

Gloucester harbor is capacious, easy of access at any season of the year, and of sufficient depth of water for the largest merchantmen. Nautical men pronounce it one of the best harbors on the coast.

There are some manufactures in the town of vessels, cabinet-wares, boots, shoes, and a variety of other articles, but the chief business of the place is the cod and mackerel fishery, which is carried on to a great extent. In 1837, there were two hundred and twenty-one vessels employed in that business, for which one hundred and fourteen thousand bushels of salt were used, and one thousand six hundred hands employed. Since that period the business, it is said, has much increased.

The village of *Anisquam*, or *Squam*, lies on the north side of the cape, five miles east south-east from Ipswich lights, and about five miles north by west from the south harbor. It has a safe harbor, and is much used by fishermen. Near this village is a beach of between two and three miles in length, composed of white sand, which is much used, and makes a beautiful appearance as you approach the shore. This harbor was formerly connected

with the south harbor by a canal cut through a narrow isthmus of the cape; but the canal has failed of its design.

The *West Parish* contains some valuable tillage land, some wood and pasture lands, and some land that is almost worthless.

An old church in this parish is an object of curiosity, and is much visited by strangers. It is said to be the oldest meeting-house in New England. It is situated on a high hill, surrounded by trees, and commands a fine view of Ipswich Bay. It retains its ancient form and appearance, and is occasionally used as a place of worship.

When the revolutionary war broke out, Gloucester, then with a small population, put nearly three hundred men into the field; most of whom were at the battle of Bunker Hill.

The village of *Gloucester Harbor*, so called, is beautifully located on the south side of the cape, thirty-two miles north-east from Boston, by water, fourteen from Salem, and twenty-eight from Boston, by land. By the proposed railroad through Manchester and Beverly, the distance is about the same.

There is much beauty in and around this place. The settlement is compact, and many of the buildings are of brick, and in a handsome style of architecture. The sea views from this village are very extensive, and equal in grandeur to any on the coast. Gloucester is rapidly becoming a fashionable resort in summer months; the more its beauties are seen and its exhilarating breezes felt, the more frequently it will be visited.

GOSHEN.

HAMPSHIRE Co. This is a small mountainous township, from which several branches of the Westfield river take their rise. There is much fine timber-land in the town, and much lumber is sawed and sent to market.

Although the surface is rough, the soil is excellent for grazing. The value of Saxony and other wools sheared in Goshen in one year amount-

ed to four thousand five hundred dollars.

The Rev. Samuel Whitman was settled here in 1788; Rev. Joel Wright, in 1821; Rev. Henry B. Holmes, in 1830, and the Rev. Stephen Mason, in 1836.

Goshen lies twelve miles north-west from Northampton, and one hundred and two miles west from Boston.

GRAFTON.

WORCESTER Co. The territory of this town was formerly an Indian reservation of four miles square, and until 1735 it was called *Hassanamisco*. Since that time additions have been made to the town from Shrewsbury and Sutton.

The surface of the town is hilly and uneven, and in most parts it is rocky. The most prominent hills in the town are Chestnut hill, near the centre; George hill, on the east, and Brigham hill, on the west part of the town. These hills are all well wooded by walnut, oak, chestnut, butternut, &c., and on which are a number of fine farms.

The soil of the town is moist and strong, and very productive of all sorts of grain and grass. The lands are naturally warm, not subject to frosts, and well adapted to the growth of fruit trees. This is one of the best townships of land in the county, and its industrious proprietors show their knowledge of its value by its cultivation.

Grafton has an hydraulic power of great extent and value. The Blackstone river and canal pass through the southern section of the town, on which are large manufacturing establishments.

The Quinsigamond, the outlet of a pond of that name, in Shrewsbury, passes from north to south through the town, with a descent of between fifty and sixty feet. On this stream, in the north part of the town, is New England village; and at its junction with the Blackstone, at the south part of the town, is the village of Farnumville. These villages are distant from each other about four miles; they pos-

sess an abundant water-power, and are very neat and flourishing manufacturing villages. The manufactures of these villages consist chiefly of cotton and woollen goods. There are manufactures in the town of boots, shoes, leather, scythes, chairs, tin, cabinet, and wooden wares, shoe tools, bricks, &c. The annual amount of manufactures is about one million seven hundred and fifty thousand dollars. The population of the town in 1845, was about three thousand four hundred.

The first minister in Grafton was the Rev. Solomon Prentiss, who settled here in 1731. The next was the Rev. Aaron Hutchinson, in 1750. Mr. Hutchinson was very eccentric in his character and social intercourse. He possessed much classical learning. His memory was so tenacious, that he often said, if the New Testament was lost, he could write it again. He was succeeded by the Rev. Daniel Grosvenor in 1774. Mr. Grosvenor was a patriot. "He left his pulpit, and marched with his musket, in a company of minute men, that went to Cambridge on the 19th of April, 1775."

The central village in Grafton is on elevated ground, and very pleasant; it lies about three miles south-east from New England village, through which the Millbury branch railroad passes. From New England village, about a mile from the Grafton depot, on the Boston and Worcester railroad, to Worcester, is seven miles north-west, and to Boston thirty-seven miles east north-east.

GRANBY.

HAMPSHIRE Co. Granby lies about nine miles south-east from Northampton, twelve north by east from Springfield, and about eighty-five miles west by south from Boston.

This town was formerly the second parish of South Hadley. A church was gathered here in 1762, and in that year Rev. Simon Backus was settled as pastor.

From a pond in the north-east cor-

ner of the town originates a pleasant stream, passing the foot of Mount Holyoke on the south, and empties into the Connecticut at South Hadley. On this stream are a number of valuable manufacturing establishments.

The surface of the town is pleasant, and the soil productive. There is a very pleasant village near its centre, five miles north-east from South Hadley Falls.

GRANVILLE.

HAMPDEN Co. This town is quite mountainous. In the valleys are some tracts of good land for cultivation, and the highlands produce good pasturage.

Valley branch, and Hubbard's river unite in this town, and form an important tributary to Farmington river, which passes to Windsor, in Connecticut.

This township was sold to James Cornish, in 1686, by Toto, an Indian chief, for a gun and sixteen brass buttons. It was first settled in 1738. In 1751 it had seventy families.

The first minister in Granville was the Rev. Moses Tuttle, in 1747. The next was the Rev. Jedediah Smith, in 1756, "a man of uncommon piety, pleasantness, and affability."

Granville East village is neatly located on elevated ground, seventeen miles west south-west from Springfield, one hundred and fifteen west south-west from Boston, and twenty-five north-west from Hartford, Connecticut.

GREAT BARRINGTON.

BERKSHIRE Co. This large, ancient, and respectable town, the seat of the county courts from 1761 to 1787, and once only known by the sonorous name of *Houssatonnock*, is bounded on the north by West Stockbridge, Stockbridge, and Lee, east by Tyringham and New Marlborough, south by Sheffield, and west by Egremont and Alford.

Great Barrington lies twenty miles south by west from Pittsfield, and one hundred and twenty-five west by south

from Boston, by the old roads. By the Housatonic and western railroad it is twelve miles to West Stockbridge, fifty miles to Albany, and one hundred and seventy-four miles to Boston.

This town is finely watered by a number of beautiful streams. The Housatonic passes through it from north to south; Williams' river unites with the Housatonic in the north, and Green river in the south parts of the town. Near the north-west corner of the town lies Long Pond, a considerable sheet of water, whose outlet, joined with Seekonk brook, makes a good mill-stream.

The surface of the town is generally uneven; some parts are mountainous, and unfit for cultivation. But the greater part of the township is under cultivation, and its soil is strong and fertile on the banks of the rivers and brooks which water the town. Extensive tracts of intervalle are dispersed, of great fertility and beauty.

The manufactures of the town consist of cotton and woollen goods, boots, shoes, leather, hats, pig-iron, lasts, tin ware, bevils, gauges, &c. Good iron ore is found in the town, and beautifully variegated marble. The population of the town in 1845, is estimated at three thousand.

There are many mountains in this town, which render its general features highly picturesque and romantic.

Monument Mountain has a greater interest than all the rest, for therewith is connected a love-story. This mountain rises up directly from the east bank of the Housatonic, in the north part of the town. It derived its name from a rude monument of stones on its south-eastern point. "The pile," as it stood some years ago, "was six or eight feet in diameter, circular at its base, and raised in the form of an oblong cone, over the grave of one of the aborigines." It was formed as follows:—"Every Indian who passed the place, threw a stone upon the tomb of his countryman. By this slow method of accumulation, the heap rose, in a long series of years, to the height just men-

tioned." By the natives of America such monuments appear to be expressions of peculiar respect for the dead. The person buried here, it is said, was a beautiful Indian maiden, who had thrown herself from a cliff of the mountain, through the influence of a passionate love for a cousin, whom the religion of the natives would not allow her to marry. On this subject, W. C. Bryant, Esq., one of our best native poets, wrote an admirable poem some years ago.

The following fact is related by President Dwight, as having occurred at the great bridge, in this town :—

"A Mr. Van Rensselaer, a young gentleman from Albany, came one evening into an inn, kept by a Mr. Root, just at the eastern end of the bridge. The inn-keeper, who knew him, asked him where he had crossed the river. He answered, 'On the bridge.' Mr. Root replied, that that was impossible, because it had been raised that very day, and that not a plank had been laid on it. Mr. Van Rensselaer said that it could not be true, because his horse had come over without any difficulty or reluctance; that the night was indeed so profoundly dark as to prevent him from seeing anything distinctly; but that it was incredible, if his horse could see sufficiently well to keep his footing anywhere, that he should not discern the danger, and impossible for him to pass over the bridge in that condition. Each went to bed dissatisfied, neither believing the story of the other. In the morning, Mr. Van Rensselaer went, at the solicitation of his host, to view the bridge, and, finding it a naked frame, gazed for a moment with astonishment, and fainted."

GREENFIELD.

FRANKLIN Co. Shire town. Greenfield is delightfully situated on the west bank of Connecticut river. It was formerly a part of Deerfield, and was taken from it in 1753. Previous to that time it was called Green River. It is bounded north by Bernardston

and Leyden, east by Gill and Connecticut river, south by Deerfield, and west by Shelburne.

This town lies ninety miles west north-west from Boston, twenty-one north from Northampton and forty-one north from Springfield. It also lies twenty-one miles south from Brattleborough, Vermont; forty-four miles south from Bellows' Falls, and ninety miles south from Lebanon, New Hampshire. The "Iron Horse" will soon pass through this town, on his way to Canada.

Fall river passes the eastern border of the town from the north, and falls into the Connecticut; and Green river also, from the north, passes through the town, and meets the Deerfield. These rivers afford the town a fine hydraulic power, which is partially improved by establishments for the manufacture of cotton and woollen goods.

There are also in the town manufactures of boots, shoes, leather, hats, iron-castings, chairs, cabinet and tin wares, saddles, harnesses, trunks, stone and lead aqueduct pipe, guns, pistols, coaches, wagons, books, &c.

The surface of Greenfield is generally plain; it has some rising grounds, but none abrupt. There are large intervals on Green river, in the town, of superior excellence. The other lands produce good crops of grain, and afford excellent pasturage. The products arising from the sale of wool, butter, cheese, and cattle, are very considerable.

The village of Greenfield, and the site of the county courts, is situated on an elevated plain, on the margin of Green river, and surrounded by beautiful intervals. It contains many handsome buildings besides those belonging to the county.

There is a neatness, rural simplicity and beauty about this, and most of our Connecticut river villages, which strike the eye with uncommon delight. We do not obtain from them those bold water views which present themselves on the high banks of the Hudson, the Kennebec, and Penobscot; they are grand and beautiful, but

without that loveliness which is presented by this placid, fertilizing stream, winding its course among the mountains, and spreading out on either tide, extensive tracts of rich and blooming meadow.

The GREENFIELD INSTITUTE, in this town, a seminary for young ladies, retains its high character for usefulness. The teachers at this institution, the Misses Stone, in their circular, say:—

"The system of instruction pursued in this school is, probably, not materially different from that which prevails in other high schools and academies. The various branches of education, useful and ornamental, are designed to be thoroughly taught, and no pains will be spared to render the path of knowledge attractive and delightful. The object of the teachers is not fulfilled by storing the memory with words, or by making it familiar with rules and numbers—with the boundaries of place and date of events. They aim at the cultivation of the whole mind—the completion of a character that will enable its possessor clearly to comprehend and faithfully to perform all the duties which appertain to her condition in life. Their course involves *principles* and *obligations*, as well as *learning*, in the common acceptation of the term; and for the success of their exertions and plans, they must appeal to the future progress and developments of their scholars."

GREENWICH.

HAMPSHIRE Co. There are some elevated lands in this town, and the surface generally is rugged and uneven; but the soil is strong and fertile. Two branches of Swift river water the town abundantly for extensive manufacturing operations. The manufactures of the town consist of woolen goods, scythes, palm-leaf hats, and various other articles.

The Indian name of the town was *Quabin*. The first settlers were from the north of Ireland, and many of their descendants still remain.

A ministry was established here in 1749, and the Rev. Pelatiah Webster was ordained.

The village is pleasantly situated twenty miles east north-east from Northampton, and fourteen miles north north-west from the railroad depot, in Warren, seventy-three miles from Boston.

GROTON.

MIDDLESEX Co. This beautiful and flourishing town is bounded north by Dunstable, east by Tynsborough and Westford, south by Harvard, west by Shirley, and north-west by Townsend and Pepperell. The township was granted to Dean Winthrop, a son of Governor Winthrop, and others, in 1655, and the settlement commenced soon after. Its Indian name was *Pelapawag*; its present name is derived from the birthplace of Governor Winthrop, in England.

Groton was for many years a frontier settlement, and much exposed to the Indians. It was attacked by the Indians March 2d, 1676, and again by about four hundred Indians on the 13th of the same month. Most of the people escaped to the garrisons, giving up their property to the enemy; the town was wholly burnt, except four garrison houses. The inhabitants fled to Concord, but returned to their lands the next season, and commenced rebuilding their houses.

It was again attacked on the 27th of July, 1694, and twenty-two of the inhabitants killed, and thirteen captured. Again, May 20, 1697, one man was killed, and three wounded.

Among those carried into captivity on the 27th of July, 1694, were several by the name of Langley, and two boys by the name of Tarbell. The latter never returned to live with the whites, but having become accustomed to the Indian life, intermarried with them, and some of their descendants, by the name of Tarbell, are now living with a tribe of Indians at St. Regis, in Canada.

The town is finely watered by the Nashua and Squannicook rivers, and

a number of beautiful ponds. The surface of the town is pleasantly variegated; the soil is fertile and exceedingly productive, among all the varieties of a well-cultivated town, of a great abundance of hay for the market. There are valuable paper-mills in the town, a fine quarry of soap-stone, and manufactures of a great variety of articles common in a New England town.

The village in the centre of the town, is handsomely situated on one principal street, which runs from south-east to north-west. It is on an extensive and regular swell of land, and commands delightful views of the surrounding country. The buildings are in a style of great neatness and taste, and some of elegance.

The GROTON ACADEMY was incorporated in 1793. Among its preceptors, have been the Hon. William Richardson, late chief justice of the New Hampshire court, and Caleb Butler, Esq., of Groton. It has a department for boys, and one for girls. In 1841, the building was repaired, enlarged, and improved, by the generosity of Amos Lawrence, Esq., of Boston, a native of Groton, at an expense of two thousand dollars. The same benevolent individual has given to the institution a handsome library, for the use of the teachers and pupils. Also a very complete apparatus for illustration of natural philosophy and chemistry.

William Lawrence, Esq., of Boston, also a native of Groton, in 1844, made a generous donation of ten thousand dollars to the funds of the academy, which, with funds before in the hands of the trustees, makes the sum of about nineteen thousand dollars. This gentleman also is engaged in making some improvements in the buildings and grounds around the academy, which, when completed, will render the place highly attractive. The present preceptor is Rev. James Means.

Groton lies thirty-two miles north-west from Boston, fourteen west by south from Lowell, and sixteen north-

west from Concord. It is three and a half miles north from the depot of the Fitchburg railroad, which passes through the south part of the town. The railroad from Nashua, New Hampshire, to Worcester, will pass through the centre of the town.

The local beauty of this town, the ease with which it is approached from the city, and the facilities which it affords for the education of youth, induce many wealthy families to make it their residence.

HADLEY.

HAMPSHIRE Co. This is a very pleasant town, on the east bank of Connecticut river, and united to Northampton by a handsome bridge, one thousand and eighty feet in length.

The village, or business part of the town, is situated on a peninsula formed by a bend of the river. It has a wide street of about a mile in length, well built, and shaded by beautiful elms. The distances from Hadley are much the same as from Northampton, except the centres of the towns are about three miles apart.

Hadley contains extensive tracts of the finest land in the state. Its meadows, which are annually overflowed by the river, are very fertile, and exceedingly productive. Vast quantities of broom-corn are annually raised in this town; the value of brooms manufactured in one year, was ninety thousand dollars. There are many other articles manufactured, and two small streams afford the town some water-power.

The first minister in Hadley was the Rev. John Russell, who settled in 1659, soon after its first settlement. Its Indian name was *Norwottock*.

Hadley was a retreat for the celebrated Goffe and Whalley, two of the judges who condemned Charles I, for execution. They had both been officers in Cromwell's army, and both were greatly esteemed for their piety and worth. They escaped from England, and arrived at Boston in 1660. Whalley died at Hadley, after a tarry

of fifteen years. Goffe died some years after, and was buried at New Haven.

Stiles, in his *History of the Judges*, relates the following story:—

“While at Boston, there appeared a fencing-master, who, on a stage erected for the purpose, walked it for several days, challenging and defying any one to play with him at swords; at length, one of the judges, disguised in a rustic dress, holding in one hand a cheese, wrapped in a napkin, for a shield, with a broomstick, whose mop he had besmeared with dirty puddle water as he passed along—thus equipped, he mounted the stage. The fencing-master railed at him for his impudence, asked him what business he had there, and bid him begone. The judge stood his ground, upon which the gladiator made a pass at him with his sword, to drive him off—a rencounter ensued—the judge received the sword into the cheese, and held it until he drew the mop of the broom gently over his mouth, and gave the gentleman a pair of whisks. He made another pass, and plunging his sword a second time, it was caught and held in the cheese, whilst the mop was drawn gently over his eyes. At a third lunge, it was again caught, and held in the cheese, until the judge had rubbed the broom all over his face. Upon this, the gentleman let fall his small sword, and took up the broad sword. The judge then said, ‘Stop, sir; hitherto, you see, I have only played with you, and not attempted to harm you; but if you come at me now with the broad-sword, know that I will certainly take your life.’ The firmness with which he spoke, struck the master, who, desisting, exclaimed, ‘Who can you be? You must be either Goffe, Whalley, or the devil; for there was no other man in England that could beat me.’”

HALIFAX.

PLYMOUTH Co. Halifax was formerly part of Plympton, Middlebo-

rough, and Pembroke. Its Indian name was *Monponsit*. The first minister was the Rev. John Cotton, in 1735. He died in Plymouth, his native town, in 1789. He published a history of Plymouth church.

Two branches of Taunton river, the Winetuxet, and another, give this town a water-power, on which are erected various kinds of machinery for manufacturing purposes. Many shoes, and other articles, are made in this town, and considerable lumber, such as boards, plank, shingles, masts, &c., are sent to market, down the river. It is said that in early times, vessels were built in this town, and in seasons of freshets, floated down the Winetuxet and Taunton, to the ocean.

There are two villages in the town, and several ponds, which cover about one thousand seven hundred acres. The Monponsit, a small part of which lies in Hanson, is a beautiful sheet of water, more than two miles long, and half a mile wide. Pickerel have been taken from this pond, weighing more than seven pounds each.

The Old Colony railroad passes through the town, twenty-eight miles south south-east from Boston, and nine miles north-west from Plymouth.

HAMILTON.

ESSEX Co. This was formerly a part of Ipswich, and called Ipswich Hamlet. Ipswich river passes its western and northern borders, and Miles' river, running north, passes into it. The town was named in honor of Alexander Hamilton, who died July 11, 1804, aged forty-seven.

The people of this town are mostly agriculturalists; and they cultivate an excellent soil, with a pleasant surface, with much judgment.

Hamilton lies, by the eastern railroad, twenty miles north by east from Boston, and fourteen south from Newburyport.

The first minister in this place was the Rev. Samuel Wigglesworth, in 1714. The second, the Rev. Manasseh Cutler, in 1771. The third,

the Rev. Joseph B. Felt, installed in 1824, and resigned in 1833. Mr. Felt is a highly respected historian and antiquarian. From his history of this town, we extract the following:—

“There are four families in this town called *bleeders*; three of them are immediately and the other mediately related. The number of individuals so denominated are five. They are thus named from an unusual propensity in their arteries and veins to bleed profusely, even from slight wounds. A cut or other hurt upon them assumes at first the common appearance; but after a week or fortnight the injured part begins and continues, for several days, to send forth almost a steady stream of blood, until this disappears, and it becomes nearly as colorless as water. A portion of the coagulated blood

forms a cone, large or small, according to the wound. The bleeding ceases when the cone, which has a minute aperture, and is very fetid, falls off. The persons thus constituted dare not submit to the operation of the lancet. They often bleed abundantly at the nose, and are subject to severe and premature rheumatism. Some of their predecessors have come to their end by wounds which are not considered by any means dangerous for people in general. This hemorrhage first appeared in the Appleton family, who brought it with them from England. None but males are bleeders, whose immediate children are not so, and whose daughters only have sons thus disposed. As to the precise proportion of these who may resemble their grandfathers in bleeding of this kind, past observation furnishes no data; it has been found altogether uncertain.”

HAMPDEN COUNTY.

SPRINGFIELD is the shire town. This county, until 1812, was the southern part of the county of Hampshire. It is bounded north by Hampshire county, east by Worcester county, south by Tolland and Hartford counties, Connecticut, and west by the county of Berkshire. Connecticut river passes from north to south through the centre of the county; the Westfield from the west, the Chicopee from the east, with the Quinebaugh and other rivers in different parts of the county, afford it an immense water-power. The western railroad, and Hampshire and Hampden canal, pass each other in this county, nearly at right angles. With these facilities, the county of Hampden takes a high stand among the manufacturing and agricultural districts in New England. The value of goods made in the county as early as 1836, exceeded three millions of dollars.

Some parts of this county is mountainous, but the principal part of it is rather undulating than hilly. Its highlands produce excellent food for cattle, and its intervale lands, which abound on its rivers, particularly on the banks of the Connecticut and Westfield, are very superior in fertility and production. See *State Tables*.

COURTS IN HAMPDEN COUNTY.

Supreme Court. LAW TERM. For the counties of Hampshire, Hampden, and Franklin. At Northampton on the Monday next preceding the fourth Tuesday in September. NISI PRIVS. At Springfield on the eighth Tuesday next after the first Tuesday in March, and on the first Tuesday in September. *Common Pleas.* At Springfield on the second Monday in February, second Monday in June, and second Monday in August. Two additional terms

are holden on the third Monday in May, and first Monday in December, both for criminal business exclusively.

Meetings of the County Commissioners. At Springfield on the second Tuesday in April, first Tuesday in October, and fourth Tuesdays in June and December.

Probate Courts. At Springfield on the first Tuesdays of January, February, March, April, May, July, September, November, and December. At Westfield on the second Tuesdays of March and December, and the first Tuesdays of June and October. At Monson, on the second Tuesday of June, and at Palmer, on the second Tuesday of September.

HAMPSHIRE COUNTY.

NORTHAMPTON is the shire town. This ancient county, although its limits have been greatly reduced by the production of Franklin and Hampden counties, is still increasing in agricultural, commercial, and manufacturing strength. Located in the centre of the alluvial basin of the noble Connecticut, blessed with a rich and variegated soil, and great water-power, this must ever remain one of the most independent counties in New England.

In 1836 the value of domestic manufactures amounted to almost two millions and a half of dollars, and has greatly increased since that period. Its productions of the soil are large, and annually increasing with that spirit of improvement in agricultural pursuits, which seems to pervade the state.

The western railroad passes the western boundary of the county, and the Hampshire and Hampden canal extends from its centre to Long Island Sound.

This county is bounded south by Hampden, west by Berkshire, north by Franklin, and east by Worcester counties. See *State Tables*.

COURTS IN HAMPSHIRE COUNTY.

Supreme Court. **LAW TERM.** See *Hampden county*. **NISI PRIUS.** At Northampton, on the seventh Tuesday next after the first Tuesday in March.

Common Pleas. At Northampton on the third Monday of February, the first Monday of June, and the third Monday of October.

Meetings of the County Commissioners. At Northampton on the first Tuesday in September, on the first Tuesday in March, and first Tuesday in December.

Probate Courts. At Northampton on the first Tuesday in each month. At Amherst on the second Tuesdays in January, April, and August. At Belchertown on the second Tuesdays in February, May, and October. At Chesterfield on the third Tuesdays of May and October.

HANCOCK.

BERKSHIRE Co. All those who have travelled the old road between Boston and Albany, must well know that Hancock is a mountainous town. It is sixteen miles in length, and about two in breadth; and from some parts of it the mountains are so abrupt that

the inhabitants, in passing from one end of it to the other, are obliged to travel out of the town, and even through a part of the state of New York.

Although the surface of the town, in many parts of it, is too rough for cultivation, yet there is much good grazing on the sides of the mountains. In one year, five thousand four hun

dred and forty-five fleeces of wool, sheared in this town, sold for eleven thousand five hundred and forty-four dollars.

There is a narrow valley in Hancock, about seven miles in length, of great fertility and beauty. Here are some of the best farms in the county; and here are seated in a delightful village, a family of more than two hundred SHAKERS. They own about two thousand acres of land. They make all sorts of wares as neat as wax, cultivate all the varieties of the garden and field in the greatest profusion, and live, one would think from their appearance, as happily as married folks. How they can think of living in the way they do, all their days, is a great mystery to many of their friends over the mountains.

The circular stone barn in the Shaker village, is worthy of notice:—

"It is two hundred and seventy feet in compass, with walls laid in lime, rising twenty-one feet above the underpinning, and from three and a half to two and a half feet in thickness. The mast and rafters are fifty-three feet in length, and united together at the top. On the lower floor, immediately within the walls, are stables eight feet high, occupying twelve feet in length, with the manger, which is inwards, and into which convenient places are left for throwing hay and feed from above. In these stables, which open to and from several yards, a span of horses and fifty-two horned cattle may be stabled. The covering of the stables forms the barn-floor, on to which from an offset there is but one large doorway for teams, which make the circuit of the floor, and pass out at the same place. Eight or ten can occupy the floor at the same time; and the hay is thrown into the large area in the centre. For simply laying the stone of this building, the masons were paid five hundred dollars and boarded."

The centre village in Hancock lies about ten miles north-west from Pittsfield, and from thence to Boston is one hundred and fifty-one miles, by the railroad. "Shaker village" lies about

three miles west from Pittsfield, and five miles east from New Lebanon Springs.

We need not go out of Massachusetts to find enchanting scenery; but as we are so near the lovely valley of New Lebanon, its tepid springs, and a larger family of our friends, the Shakers, than we have left, we must be permitted to cross the line a moment, "just to take a look."

New Lebanon, New York, is in the county of Columbia, and situated in a delightful valley, surrounded by cultivated hills, which present scenery greatly variegated and peculiarly pleasing.

This is a great resort for visitors from all directions; some to enjoy the romantic scenery with which this region abounds, and others the benign influence of the waters. The public resorts are well located, and afford excellent accommodations.

New Lebanon is one hundred and thirty-four miles west from Boston, twenty-four east from Albany, twenty-five north-east from Hudson, seven west from Pittsfield, twenty-three south by west from Williamstown, one hundred and fifty-six north by east from New York, and sixty-eight north-west by west from Hartford, Connecticut. To Boston, by the railroad, from Pittsfield, is one hundred and fifty-eight miles.

A community of Shakers, of between five and six hundred, own about three thousand acres of excellent land in this township, which is highly improved by this industrious, hospitable, and curious people. Their village is about two miles south-east of the springs.

The springs are on the side of a hill, and are so abundant as to supply a small water-power. The waters are tasteless, pure as crystal, and appear to differ in no respect from other pure mountain waters, except in temperature, which is always at 72° of Fahrenheit.

The virtues of the waters of the

warm springs have been tested by many persons, and found efficacious in skin diseases, rheumatism, scrofula, nervous debility, liver complaints, constipation, &c., &c.

Besides the plentiful supply of warm water at this place, there are continually gushing out from the sides of the mountains, numerous rills, as clear as crystal, and almost as cold as ice.

An establishment for the "Water Cure," has recently been opened at this place, and if the waters of either cold or warm springs can cure any of "the ills which flesh is heir to," surely this delightful spot seems designed by nature for all classes of sufferers to go and be healed.

Doctor Wesselhoeft, well known in Boston and New York, for his science and worth, has an hospital at Brattleborough, Vermont, for the "Water Cure." In a letter to the editor of the New York Tribune, he makes an interesting statement in regard to it; from which we copy his account of its origin, and his mode of treatment, for the benefit of whom it may concern.

"The use of water as a remedy for diseases has been known to all nations, in all times, and has been applied in a great many instances. I believe, however, that it has been reserved to our century considerably to enlarge its use, and to show what was the origin of that medical science which has become so complicated in these days.

"This most simple and effectual method of healing was not invented by learned men, interpreting and developing the traditions of their ancestors. It is to an unlearned peasant, led only by his observation of nature, that the human race is indebted for its discovery. VINCENT PRIESSNITZ, living in Graefenberg, a small place situated on a high ridge of Seudet mountains, remote from the aids which medical art affords, himself undertook to obviate the diseases by which he or his family were attacked. Encouraged by success, he then tried to cure persons ill with the gout, a dis-

ease endemic in these regions, after they had been long under constant medical treatment without receiving any benefit. In these cases, also, he was successful. His observations multiplied and enlarged; his views and his judgment gained certainty. The fame of his cures spread, and his growing ability drew to him patients, not only from the country round about, but from all parts of Europe. Nearly all returned home, either cured or benefitted beyond their expectations. But now began long sufferings for him before he attained his highest triumphs." He became the mark of contempt, envy, and calumny to the regular physicians. He, however, went straight forward. Nature alone was his guide, and, after a few years, he saw many learned physicians collecting round him to study his method. Since, many institutions have been established upon the plan of his, and the treatment by fresh water has attained a high reputation throughout Germany and Europe. A society of physicians has been formed in Germany, who have cultivated now for five years this method, communicating to one another and to the public the results of their observations and experiences.

"As I have said, it is on quite a high ridge of mountains that Priessnitz made his first experiments, and it is in the same spot that crowds of patients come still to find him. He receives them in the deep shades of the woods, and undertakes to cure them by no other means than by pure mountain air, by the pure water springing from the rocks, and by his miraculous genius, which knows how to apply this apparently simple treatment to the various diseases and individualities in the way suitable to each.

"It would, however, be a vain attempt in any one to study the rules of his proceedings from his oral communications. However clear and firm his opinions may be for himself, he does not know how to explain them, and never tries to answer inquiries. But if you observe him closely, you may find them out by his acts,

and short and striking maxims which he utters occasionally. You will also find how strictly he observes the laws of physics and physiology, sciences which he scarcely knows by name.

"I will now describe more in detail the manner of occupying the patient in such an establishment, and will, in this way, give an outline of the treatment. I call it an outline only, because it may be varied in so many ways, according to the constitution or diseases of different individuals. Only those who have seen it can have an idea of the niceties of application as to the water and temperature. It is distinguished, generally, by excluding all sorts of medicines, by its peculiar method of producing perspiration, and by the *crises*, which are brought on by the effects of cold water, and end, in a great many cases, the sufferings of the patient.

"The patient is waked about four o'clock in the morning, and wrapped in thick woollen blankets, almost hermetically; only the face and sometimes the whole head remain free; all other contact of the body with the air being carefully prevented. Soon the vital warmth streams out from the patient, and collects round him more or less, according to his own constitution and the state of the atmosphere. After a while he begins to perspire, and he must continue to perspire till his covering itself becomes wet. During this time, his head may be covered with cold compresses, and he may drink as much fresh water as he likes. Windows and doors are opened in order to promote the flow of perspiration, by the entrance of fresh vital air. As soon as the attendant observes that there has been perspiration enough, he dips the patient into a cold bath, which is ready in the neighborhood of the bed. No doubt, the first sensation of this bath would be disagreeable, if the skin of the patient were not in a high glow, so as to make him desirous of cooling. As soon as the first shock is over, he feels a sense of comfort, and the surface of the water becomes covered with clammy matter, which perspira-

tion has driven out from him. The pores, which have been opened by the process of perspiration, suck up the moisture with avidity, and, according to all observations, this is the moment when the wholesome change of matter takes place, by which the whole system gradually becomes purified. In no case has this sudden change of temperature proved to be injurious. There is no previous excitement by irritating diaphoretics, and the lungs are not heated by imbibing a glowing air, as is the case in steam-baths; the skin alone is heated to a certain degree.

"After leaving the bath, wiping and dressing, the patient, if his disorder allows it, takes a short walk, or exercises in some way, during which he drinks several tumblers of water. He must, however, carefully avoid any excess in drinking, which occasions a disagreeable aggravation of the stomach. Habit produces miracles in this respect. Persons, who, in the beginning, had a great dread of water, learn to drink from twenty to thirty tumblers a day. After the first walk follows the breakfast. None but cold food is allowed; milk, bread, and, in some cases, fruit. Experience has proved that hot food in the morning debilitates the stomach. Persons who have a repugnance to milk, at first may drink water only, but they will soon learn to drink milk; and this is commonly the first degree in recovering the healthy state of the digestive functions. After breakfast, each patient who is able to walk, takes a longer exercise, and after it, goes to the douche bath, waiting before he lets the cold stream upon him only while the lungs are panting. Patients who have by nature, a cold, dry, and rough skin, will render it more liable to perspirations by cold washings. Those who suffer from local diseases, try to soothe them by local compresses, more or less wet. If there are obstinate chronic ailments on the outside organs, they expose them to the cold water in the form of rain, or of mist, or of a thick stream falling from a considerable height upon the body. One

effect of the latter applications is especially worthy of remark. An anthritic patient, for example, who exposes his hands, feet, or swollen joints, to a stream of water coming from a considerable height, experiences, after some time, the following symptoms: a vivid redness upon the skin, and an insupportable itching, while the swelling begins to lessen, sometimes from suction of the skin, more frequently by local ulceration, and the issuing of matter.

"To all patients it must be recommended to exercise as much as possible in the open air, and to drink as much water as they can without feeling irritated. Dinner will be ready at one o'clock. Scarcely anywhere will be found such an appetite as at the dinner-table of a water establishment. Even persons suffering from the most painful chronic diseases, whose digestion is, besides, impaired by the great number and quantity of medicines they have taken, find the functions soon restored to their natural vital power. The food given to the patient must be simple, but sufficient in quantity; too coarse food for disordered stomachs ought to be avoided. Every patient eats according to his appetite and needs, although there are restrictions to be made in case of great weakness of the digestive organs. The physician must be careful to regulate the diet of such patients.

"If the weakness and debility of the patient are not too great, and if it is not repugnant to the commencing critical excretions, the proceedings of the morning are repeated in the afternoon, two hours after dinner, except that douche baths should be avoided then, because they are too exciting. Most of the patients finish their day's work, after a light supper of bread and milk, between six and seven o'clock, with a foot-bath, and all go soon to rest."

HANOVER.

PLYMOUTH Co. The North river separates this town from Pembroke, on the south, and affords it a good

water-power, and a sufficient channel to float to Scituate harbor many of the best merchant ships now built which sail on the ocean.

The surface of the town is quite level, with gentle swells, affording white oak and pine timber. The soil is diluvial, and with good management is made quite productive.

The manufactures of the town consist of anchors, ploughs, saddle-trees, stoves, and other castings, nails, tacks, boots, shoes, &c. The anchors of our favorite ship, "Old Iron Sides," were made in this place.

A congregational church was gathered in this town, December 5, 1728, and the Rev. Benjamin Bass was ordained the same month and year.

"Hanover Four Corners," a hand some village, on the banks of the river, and on the stage-road to Plymouth, is quite a business place, and lies twenty-two miles south-east from Boston, and fourteen north-west from Plymouth. From this village to South Abington parish is four miles, and from thence to Boston, by the Old Colony railroad, is twenty miles.

HANSON.

PLYMOUTH Co. Hanson was taken from Pembroke in 1820. There are several large and handsome ponds in the town, and several small streams, which give it some water-power. Part of Monponset pond lies in Hanson, from which, and other ponds in the town, a variety of fish are taken. In these ponds are large beds of bog iron ore.

The manufactures of the town consist of ship's anchors and knees, nails, carriage springs, iron-castings, leather, shoes, &c.

The first minister here was the Rev. Gad Hitchcock, D. D., who was ordained in 1748; he preached here fifty-five years, and died at the age of eighty-three years.

Hanson lies twenty-four and a quarter miles south-east from Boston, and twelve and three quarter miles north-west from Plymouth, by the Old Colony railroad.

HARDWICK.

WORCESTER Co. Although the face of this town is rough, it has no very high lands, and its soil is deep, loamy, moist, and very fertile, yielding all sorts of agricultural products in great abundance.

This is one of the best grazing townships in the county; the annual sales of butter, cheese, pork, wool, fruit, and fat cattle, amount to a large sum.

This town was first settled in 1736, and a church was gathered, and a minister, the Rev. David White, settled the same year. At first the town was called *Lambstown*, from the name of one of its first proprietors. Its Indian name was *Wombemesiscook*.

There are a number of small streams in the town; Ware river washes its east and south boundaries, and two large ponds, one of which is called *Pottaboug*, two miles in length, is well stored with fish.

From Furnace village in Hardwick, to the Brookfield depot, on the western railroad, is about eight miles south; from thence to Boston is sixty-seven miles. By the old road, Hardwick lies twenty-two miles west by north from Worcester.

HARVARD.

WORCESTER Co. Harvard was taken from Stow, Lancaster, and Groton, in 1732, and received its name in honor of the founder of Harvard College.

The town has a warm, strong, and fertile soil, but its surface is somewhat rocky, and broken by hills. It is quite productive of beef, pork, butter, cheese, and a variety of fruit.

The Nashua washes its western boundary, and greatly fertilizes the bordering lands. The town is also watered by a small stream called Still river, and some ponds.

Bare Hill pond, a fine sheet of water, of three miles in circumference, containing two small islands, and a considerable water-power, lies a little to the eastward of Still river village,

and adds much to the beauty of the town. Hell pond, so called, from its great depth, ninety feet, and Robbins' pond, lie at the north part of the town. These ponds contain fine perch and pickerel, but none were found in Hell pond, until they were placed there; since which they have greatly multiplied.

The manufactures of Harvard consist of paper, in large quantities, leather, boots, shoes, palm-leaf hats, &c. Many monumental stones are made from a fine blue slate, found in the town.

The Rev. John Seccomb was settled in Harvard in 1733—Rev. Joseph Wheeler in 1759—Rev. Daniel Johnson in 1769—Rev. Ebenezer Grosvenor in 1782—and Rev. William Emerson in 1792.

Still river village, in Harvard, lies six miles west from the Littleton depot, on the Fitchburg railroad, thirty-one and a half miles from Boston, and nineteen miles north-east from Worcester.

A society of **SHAKERS**, or **UNITED BRETHREN**, reside in the north part of this town, about two and a half miles west from the Littleton depot, on the Fitchburg railroad, thirty-one and a half miles from Boston, seventeen south-west from Lowell, and twenty-four north-east from Worcester.

Their number is about two hundred. They own a tract of rugged land, of a strong soil, two miles in length, and a mile in breadth. They procure their subsistence by honest industry, prudence, and economy, in agricultural, horticultural, and mechanical pursuits; they raise for the market fruit-trees, and fruits of various kinds, garden-seeds, medicinal herbs and roots, &c., &c. They manufacture leather, brooms, mats, sieves, knitting-work, rose and peach-waters, &c., &c. Articles of every kind, produced by these people, are proverbially good.

For a particular account of the religious tenets of the **SHAKERS**, or **UNITED SOCIETY OF BELIEVERS**, see Hayward's *Book of Religions*.

HARWICH.

BARNSTABLE Co. This town is situated upon the south side of the cape, fourteen miles east of Barnstable court-house, and formerly extended across to the north shore, including the town of Brewster, from which it was separated in 1803. It was settled by emigrants from Eastham and Plymouth, in 1647.

This was a famous Indian town, which numbered, in 1694, according to Mather, five hundred. Their chief place of residence was at the head of what is now called Seymour's Pond, in the north-west part of the town, where the site of a meeting-house and burial-ground may now be seen. Those Indians composed the Satucket tribe, and were the first in New England to commence hostilities against the English. This is termed by our historians, the "First Encounter;" this took place at *Namskekit*, a creek now dividing Orleans from Brewster, in the year 1620. From original deeds of lands purchased of the Indians, the chief of this tribe was called *Tissquatum*, and a large tract of land in Harwich is now known by that name.

Harwich is most abundantly supplied with pure fresh water, having within its limits no less than eight ponds, of from one to six miles in circumference, besides a considerable number of inferior ones. Long Pond, which divides Brewster from Harwich, is the source of Herring river. It is three miles long, and abounds with fish, and is on an elevation of ten feet above the sea. It is remarkable that, without one exception, all these ponds are of the greatest purity.

Harwich lies thirty miles north from Nantucket harbor, from which island it is separated by the "Shoals," and the Vineyard Sound channel. It is thought that this town and that island were formerly connected.

The surface of this township is gently undulating, more level than that of the other towns on the cape, and is mostly covered with a mingled growth of oak and pine wood. The soil is generally light, and free from

rocks, excepting a few bowlders of moderate size. While it affords but scanty pasturage, the poorest of the land, with a little manuring, will produce good crops of Indian corn and rye. It is well adapted to fruit-trees, and thriving orchards of young trees are numerous.

The chief business of the town is the cod and mackerel fishery, in which the inhabitants have been employed from its first settlement, and which has caused the equal distribution of wealth, and the great uniformity in the style of living, manner of building, &c., so observable to the traveller.

Harwich contains three handsome and thriving villages. The academy, in the central village, is a beautiful specimen of architecture, of the Doric order. It was established and the building erected in 1844.

HATFIELD.

HAMPSHIRE Co. This was formerly a part of the town of Hadley. It lies on the west side of Connecticut river, five miles north from Northampton, and will soon be accommodated with a railroad to Springfield and Boston. The principal village is about a mile and a half north from Hadley.

The surface of the town is generally level, with a soil of an excellent quality, a good part of which is choice intervale. It produces all the varieties of grains, grasses, vegetables and fruits common to the climate, in great abundance, and is noted for its fatted bees, for the Boston market.

Large quantities of broom-corn are grown in this town, and many brooms, carriages, boots, shoes, &c., are made.

Haydensville, situated at the south-west part of the town, and about five miles north-west from Northampton, is a neat village, watered by Mill river, which passes through Northampton. In this village is an instance of mechanical enterprise and success rarely seen even in New England. At this place, two brothers, by the name of Hayden, commenced making buttons by hand, about the year 1835, employing only

two or three hands besides themselves. They went on from year to year increasing their manufacture of buttons, and in 1839, they added to their business the manufacture of steel pens; so that in 1844, they employed a capital of one hundred and seventy-five thousand dollars; manufactured one thousand six hundred gross of buttons, and one hundred gross of pens a day, and gave employment to two hundred and seventy hands. See *Williamsburg*.

HAVERHILL.

Essex Co. This is a town of uncommon beauty. It is situated on the north side of Merrimack river, over which are two handsome bridges leading through Bradford to Boston. It lies at the head of navigation, twelve miles west by south from Newburyport, sixteen north-east from Lowell, twenty north north-west from Salem, and by the Boston and Maine railroad, which passes through the town, thirty-two miles north from Boston, seventeen south from Exeter, New Hampshire, and seventy-eight miles south south-west from Portland.

The town, built upon a gentle acclivity, with the houses rising one above the other, in just proportion, interspersed with trees; the distant hills in the back ground, and the beautiful Merrimack flowing calmly at its base, presents a picture of no ordinary interest.

Little river and other streams give Haverhill a fine hydraulic power, and its enterprising citizens know well how to apply it. In 1837, the manufactures consisted of woollen goods, leather, boots, shoes, hats, shovels, spades, forks, hoes, chairs, cabinet-ware, combs, ploughs, tin-ware, vessels, shoe lasts, morocco, leather, chaises, &c., the value of which amounted to nearly a million and a half of dollars. Since that period, they have doubtless kept pace with the times, and greatly increased. Some navigation is owned, and some vessels are built in the town, though not so many as in former years.

The soil about Haverhill is very

good, and highly cultivated. From "Golden Hill," and "Silver's Hill," two of the most commanding eminences in the town, the landscape scenery is delightful. Near the centre of the town, are Plug, Round, and Great ponds, and in the west parish, Creek pond, fine sheets of water. The two latter are particularly celebrated for their beautiful scenery and fine fish. These ponds cover an area of seven hundred and fifty acres. At the north part of the town, on the brow of a hill, is a large rock, called the "Corner Stone," located at the corner of four towns.

The first minister in Haverhill was the Rev. John Ward, who was settled here in 1641, and died 1693, aged eighty-seven. Mr. Ward was one of the first settlers. He was born in Haverhill, in England, and was greatly beloved and honored. He was the son of the celebrated wit, the Rev. Nathaniel Ward, who was settled a short time at Ipswich, and who wrote the "Simple Cobbler of Agawam."

For more than seventy years, Haverhill, the *Pentucket* of the Indians, was a frontier town, and constantly exposed to the horrors of savage warfare.

On the 15th March, 1698, the Indians made a descent on this town, where they took Mrs. Hannah Duston, who was confined to her bed with an infant only six days old, and attended by her nurse, Mary Niff. The Indians took Mrs. Duston from her bed, and carried her away, with the nurse and infant. They soon despatched the latter by dashing its head against a tree. When they had proceeded as far as an island, which has been justly called Duston's island, in the Merrimack, near the mouth of the Contoocook, on their way to an Indian town, situated a considerable distance above, the Indians informed the women that they must be stripped, and run the gantlet through the village, on their arrival.

Mrs. Duston and her nurse had been assigned to a family, consisting of two stout men, three women, and

seven children, or young Indians, besides an English boy, who had been taken from Worcester.

Mrs. Duston, aware of the cruelties that awaited her, formed the design of exterminating the whole family, and prevailed upon the nurse and the boy to assist her in their destruction. A little before day, finding the whole company in a sound sleep, she awoke her confederates, and with the Indian hatchets, despatched ten of the twelve. One of the women, whom they thought they had killed, made her escape, and a favorite boy they designedly left.

Mrs. Duston and her companions arrived safe home, with the scalps, though their danger from the enemy, and from famine, in travelling so far, must have been great. The general court of Massachusetts made her a grant of fifty pounds, and she received many other valuable presents.

HAWLEY.

FRANKLIN Co. This town lies on the Green mountain range, and is the source of some of the head waters of Deerfield river. The surface of the town is rough, but the soil is good, and productive of grain, but is more particularly adapted to the grazing of cattle. Considerable wool is sheared in the town, and some fat cattle are sent to market.

There is good iron ore in the town, and on its streams are some manufactures of iron. Some leather is tanned here, and many articles manufactured for domestic use.

The first minister in the town of the congregational order was the Rev. Jonathan Grout, in 1793.

Hawley is situated fourteen miles west by south from Greenfield, and one hundred and four miles west by north from Boston.

HEATH.

FRANKLIN Co. Heath is a mountainous township, on the north line of the county and state, and through

which some of the head waters of the west branch of Deerfield river flow.

There is considerable wool sheared in this town, and many articles for domestic use are manufactured.

Heath lies thirteen miles north-west by west from Greenfield, and one hundred and three north-west by west from Boston.

HINGHAM.

PLYMOUTH Co. Hingham is a pleasant town, on Boston harbor, and an agreeable place of resort for citizens and strangers. It lies twelve miles south-east from Boston, by water, and fourteen by land. The village of Hingham Cove is five miles south-west from Nantasket Beach, the same distance from Cohasset village, and twenty-six miles north-north-west from Plymouth. It was first settled in 1633, and named for a town in England.

The first parish in this town has had but five pastors, the two last of whom are living. The pastoral office has been vacant but a little more than two years from 1635 to 1845, two hundred and ten years! The first minister, Rev. Peter Hobart, was pastor nearly forty-four years; the second, Rev. John Norton, nearly thirty-eight years; the third, the celebrated Dr. Ebenezer Gay, sixty-eight years nine months and a few days; the fourth, Rev. Dr. Henry Ware, from 1787, till his appointment to the Hollis professorship, at Cambridge, in 1805. His successor, Rev. Joseph Richardson, was ordained July 2, 1806. The meeting-house of this parish was erected in 1681-2, and is still in good condition.

Major General Benjamin Lincoln was born in this town, January 24, 1732-3, and died May 8, 1810. Among other distinguished natives of this town, were Rev. Noah Hobart, of Connecticut, an able theologian, born January 2, 1705, died December 6, 1773. Dr. Ezekiel Hersey, an eminent physician, and founder of a professorship at Cambridge, born Sep-

tember 21, 1709, died December 9, 1770. Lieutenant-Governor Levi Lincoln, formerly attorney-general of the United States, born May 5, 1749, died at Worcester, April 14, 1820. Rev. Dr. Henry Ware, jr., &c., &c.

This town is remarkable for the health and longevity of its inhabitants. During fifty years, eight persons died in one house, whose average age was eighty-four years.

About sixty sail of vessels belong to this place, which are engaged in the mackerel fishery and coasting trade; aggregate tonnage about four thousand tons.

There are two iron founderies, some ship-building, a steam bucket factory, a large upholstery establishment, and the town has always been noted for its large quantities of wooden ware.

The amount of manufactures of Hingham, for the year ending April 1, 1837, was two hundred and thirty-seven thousand seventy-eight dollars. They consisted of leather, boots, shoes, iron-castings, hats, ploughs, cabinet, tin, and wooden wares, silk, salt, vessels, umbrellas, spars and blocks, cordage, carriages, hammers, and hatchets. The product of the cod and mackerel fishery, the same year, was one hundred and thirteen thousand seven hundred dollars. Total amount of the fishery and manufactures, three hundred and fifty thousand seven hundred and seventy-eight dollars.

One newspaper is published weekly, called the "Hingham Patriot;" there are also a bank, an insurance company, and an institution for savings.

The public schools are excellent; and there is a well-endowed academy, named for its founder, DERRY ACADEMY, in which tuition is free.

An elegant steam-packet plies between Hingham and Boston, for nine months of the year, making three daily trips in the summer months. The passage among the islands between Boston and Hingham, is truly delightful.

The scenery in the northerly part of the town is beautiful. Turkey, Baker's, Otis', Pleasant, and Squirrel hills present extensive and delightful

views of the bay and surrounding country.

The Old Colony House is delightfully located on high ground, within five minutes' walk of the steamboat landing. It commands some of the richest scenery in Massachusetts Bay. It is much visited in summer, and is a fashionable resort at all seasons of the year. The establishment is owned and kept by Mr. Bryant, well known in Boston as an accomplished landlord.

HINSDALE.

BERKSHIRE Co. This town lies on the west side of the Green mountain range, and by the western railroad, which passes through the town, is one hundred and forty-three miles west from Boston, eight east by south from Pittsfield, and fifty-seven east from Albany.

The town is watered by a branch of Housatonic river, which rises in its south-west corner, partly in Washington, and runs north-westerly, forming in its way several valuable sites for mills. On the banks of this stream and its tributaries, is much meadow land, of an excellent quality.

There are some manufactures in this town, but chiefly for domestic uses. Agriculture is the principal employment of the people. Much wool of a fine quality is produced here. Eleven thousand and twenty fleeces of wool, sheared in this town in one year, sold for nineteen thousand two hundred and sixty-six dollars.

In common with other mountainous towns in this and other parts of New England, the face of this township is more pleasing to the lover of fine mountain scenery, exhilarating breezes, and crystal fountains, than to the farmer in quest of fortune on distant prairies. But when it is considered that the valleys between the mountains and hills in New England, are always fertile, and often extensive, and when the agricultural resources of these sections of country are more fully developed, and the value of surplus articles of produce is

compared with the value of the same productions at a distance of from one to two thousand miles from a market, it is thought by some that there will be less complaint against the rugged features of some parts of New England.

This town was formerly a part of old Partridgefield, now Peru, and was first settled about the year 1762. It was named for the worthy and Rev. Theodore Hinsdale, who came here and gathered a church in 1795.

HOLDEN.

WORCESTER Co. This town was formerly a part of Worcester, and was called North Worcester until 1740. It received its present name in compliment to the Hon. Samuel Holden, a director of the Bank of England, who, with his amiable wife and daughters, had been generous benefactors to the literary and religious institutions of the state. It lies north north-west from Worcester six miles, and, by the way of Worcester, fifty miles from Boston.

The surface of this town is somewhat broken by hills, some of which are steep and craggy, while others are very pleasant. The soil in general is very good, producing a variety of hard wood, and some pine. Here are found all the varieties of grains and grasses common to this part of the country, with an abundance of fruit.

There are several beautiful ponds in the town, some of which are the sources of Quinepoxet river, which passes into Still river, and which, united, form the south branch of the Nashua. These waters, with branches of the Blackstone, give the town a good hydraulic power. There are a number of large manufacturing establishments in the town. As early as 1836, the value of cotton and woollen goods, leather, boots, shoes, &c., amounted to more than two hundred thousand dollars.

The first church in this place was gathered, and the Rev. Joseph Davis ordained, in 1742.

HOLLAND.

HAMPDEN Co. This is a small, mountainous, well-watered town, at the south-east corner of the county, formerly a part of Brimfield, twenty-three miles east by south from Springfield, and about seventy miles south-west by west from Boston.

The Quinebaug river passes nearly through the centre of the town, and receives the waters of Mill and Stevens' brooks. Gould and Holland ponds are handsome sheets of water, and add much to the highland scenery of the town.

The soil of the town is strong, but with the exception of some intervals on the water courses, is more fit for grazing than the plough.

The first congregational minister in Holland was the Rev. Ezra Reeve, who was settled here in 1765.

HOLLISTON.

MIDDLESEX Co. This town lies twenty miles south from Concord, and twenty-three miles south-west by south from Boston. From the centre village in the town, to the Worcester railroad in Framingham, is five miles north by west.

The surface of the town is pleasantly diversified, and the soil is good, and well cultivated. A number of small streams give the town some water-power, and Winthrop's pond, some pleasant scenery.

There are in the town manufactures of cotton and woollen goods, leather, boots, shoes, chairs, cabinet-ware, combs, books, straw bonnets, ploughs, clothing, wagons, harnesses, &c. The value of boots and shoes made here in one year was about two hundred and fifty thousand dollars.

This town was formerly the western parish of Sherburne. It was first settled in 1710, and named, at its incorporation, in 1724, for Thomas Hollis, of London, a patron of Harvard College.

In 1753, a fatal disease prevailed in this town. At that time its population was not more than four hundred.

"The patients were violently seized with a piercing pain in the breast or side; to be seized with a pain in the head was not common; the fever high. The greater part of those that died were rational to the last; they lived three, four, five, and six days after they were taken. In some instances, it appears, they strangled, by not being able to expectorate; some in this case, who were thought to be in their last moments, were recovered by administering oil. In about six weeks fifty-three persons died, forty-one of whom died within twenty-two days."

HOPKINTON.

MIDDLESEX Co. This town was first settled about 1710, and named in honor of Edward Hopkins, a donor to the funds of Harvard University. Its Indian name was *Maguncook*.

The soil of the town is very good, and the surface variegated and elevated. Branches of the Charles, the Concord, and the Blackstone, rise in this town, and although their streams here are not large, they afford the town a good water-power.

The value of the manufactures at this place of cotton goods, shoes, boots, bonnets, ploughs, &c., in 1836, was about two hundred and thirty thousand dollars. Since that time the manufacture has greatly increased.

The mineral springs in this town have become celebrated. They contain carbonic acid, and carbonate of lime and iron. There are three in number, each differing in its properties from the other. They are situated near White Hall pond, which abounds in fine fish of various kinds. From this pond, the branch of the Concord rises, on which are most of the factories. The Boston and Worcester railroad passes within three and a half miles of the springs, at Westborough, and they are seven miles from the Blackstone canal, at Northbridge.

Hopkinton lies thirty miles west south-west from Boston, fourteen east by south from Worcester, and thirty north by west from Providence, Rhode Island.

There is a large and convenient hotel at the springs, at which visitors for health or pleasure are kindly entertained. A trip to Hopkinton springs is both pleasant and fashionable.

The first church in Hopkinton was gathered, and the Rev. Samuel Barrett ordained, in 1724. In 1772, the Rev. Elijah Fitch was settled colleague pastor with Mr. Barrett. The Rev. Nathaniel Howe was settled in 1791. Mr. Howe was settled on a small salary, but his people, though often requested, would neither raise it nor dismiss him. From a century sermon preached by Mr. Howe in 1815, and published, we extract the following passage:—

"My brethren, may I ask a question, a plain, simple question? How shall I obtain your consent? Shall I take silence for consent? Your countenances discover a willingness.

"The question is this: do you know by what means I have become *so rich* as to have a great house, finished and furnished; a farm, a herd of cattle, a flock of sheep, horses, and money at interest? I say nothing about my debts to-day.

"Shall I answer the question? The principal reason is this; because I have been doing *your business*, and neglecting *my own*. What is your business? Your business is to support your minister; and that is what I have been doing for more than twenty years. And what is *my business*? My business is to study and preach; and in this I have never abounded. It is true, I have been absent from public worship not more than four or five Sabbaths, for twenty-five years; but I have frequently been present, and attempted to preach, when it has been mortifying to me, and could not have been edifying to you. I have sometimes administered reproof, both to the church and the society, in a manner that has been thought to discover some degree of severity; but in these cases you have always had good sense enough to know you richly deserved it."

HUBBARDSTON.

WORCESTER Co. Formerly a part of Rutland; named for Thomas Hubbard, of Boston, a principal proprietor.

Hubbardston is pleasantly situated on the height of ground between Connecticut river and the sea, and about one thousand feet above them. The surface of the town is varied by hills and valleys, commanding wide and beautiful prospects.

There is probably no town in New England, so elevated as Hubbardston, which possesses so great a water-power. There are springs, brooks, and rivers, in almost every direction. Meadow and Canneystone brooks, and Burnshirt river, tributaries of Ware river, which rise in, and pass through the town, and Otter river, a branch of the Miller, are good mill-streams. Manufacturing operations have commenced here, and no doubt will greatly increase. Some copperas is made here, and some leather, boots, shoes, chairs, cabinet-ware, palm-leaf hats, wooden-ware, &c. There is some choice meadow land in the town, and the soil is generally good, and successfully cultivated.

About a mile and a half south-east from the handsome village, near the centre of the town, lies Great Asnaconcomick pond, covering about three hundred acres. About a mile north-east from this, is Moose Horn pond, of smaller size than the other, and circular in form, and "around which there is every appearance that once there was a stone wall built, or building. In some places the wall is two feet and a half in height, as if laid up by the hands of men; and where there is not one stone upon another, the appearance is as of a large stone wall thrown down."

The Rev. Nehemiah Parker, the first minister in the town, was settled, and a church organized, in 1770.

Hubbardston lies twenty miles north north-west from Worcester, thirteen south-west from Fitchburg, and fifty-two miles west by north from Boston, by the old road.

HULL.

PLYMOUTH Co. This town comprises the peninsula of Nantasket, which forms the south-east side of Boston harbor. It extends north by west from Cohasset nearly five miles, and is celebrated for its beautiful beach, four miles in length, and for its shell-fish and sea-fowl.

The town lies between two hills of fine land, near Point Alderton, opposite Boston light-house. It is nine miles east south-east from Boston, by water, and twenty-one by land, *via* Hingham. From the village to the Old Colony House, in Hingham, is six miles. On one of the hills in this place, is a well ninety feet in depth, which is frequently almost full of water.

Hull is by no means "an inconsiderable town," as some closet gazetteer writers tell the world. Such people had better look into things before they talk about them.

Hull was a mart of commerce, and the residence of eminent men six years before Boston bore its present name, and four years before Salem became a town.

The first settlers of Dorchester received the hospitalities of the good citizens of this place, in June, 1630; and in grateful remembrance, every succeeding generation pays an annual visit to this hallowed spot.

Some say that Hull is a small place; true, it is not so long as the town of Hancock, nor so wide as Middleborough; but it is nearly as large as Boston, with all its swellings, and bigger than Newburyport, so wonderfully increased by steam.

Hull is probably the most independent republic in the world; it sustains itself on its own capital, which is constantly multiplying. In its selection of rulers, it is united almost to a man; and few towns in the Commonwealth, of its political importance, are more eloquently represented on the floor of the legislature.

The steamer, which plies between Boston and Hingham, stops at this place for freight and passengers.

IPSWICH.

Essex Co. This interesting town was bought by John Winthrop, jr., in 1638, of an Indian Sagamore, whose name was *Mascommet*, for twenty pounds. It was first settled in 1633, and named for the town of Ipswich, in England. Its Indian name was *Agawam*, a name applied to several other places in the country, signifying a fishing station.

Ipswich is one of the shire towns of the county, a port of entry, and a place long noted for its enterprise in commerce and manufactures. Ipswich river passes through the town, and flows into a bay of the same name. The river affords a good water-power, and at its mouth is an excellent harbor.

The surface of the town is pleasantly interspersed with hills and vales; and the soil, naturally of a good quality, is rendered very valuable by the hand of culture.

Manufacturing operations commenced in this town in 1790. They consisted of lace goods, and this business was pursued to a great extent, until the ladies, the arbiters of all our fortunes, gradually declined their use, wisely preferring as neat, but less expensive articles of dress. The machinery which once turned out thread and silk laces, those non-conductors to health and comfort, is now profitably employed in manufacturing cotton and other useful fabrics.

The village of Ipswich is very pleasant. It lies on both sides of the river, which is crossed by a stone bridge, with two arches, built in 1764, at a cost of one thousand pounds. Beside the county buildings, churches, and seminary, there are in the village many well-built, handsome dwelling-houses.

The **IPSWICH FEMALE SEMINARY** was incorporated in 1828. The cost of the buildings was about four thousand dollars. It is situated in the centre of the village, and no institution of the kind in the country, can boast of a more eligible location, or of more intelligent and devoted instructors.

A church was organized here in 1634. It has had a long succession of worthy pastors; among the number were four by the name of Rogers, lineal descendants of John Rogers, the martyr. The first settled minister was the Rev. Nathaniel Ward, in 1634. Mr. Ward resigned in 1637, and ten years afterwards returned to England, and wrote "the Simple Cobbler of Agawan," and other books. The second pastor was the Rev. Nathaniel Rogers, in 1638. Mr. Rogers was born at Haverhill, in England, in 1598, and came to New England in 1636, and died at Ipswich in 1655.

Ipswich lies twenty-five miles east from Lowell, fifteen south-east by east from Haverhill, by the old roads; and by the eastern railroad, twenty-nine miles from Portsmouth, eighty from Portland, nine from Newburyport, eleven from Salem, and twenty-five miles from Boston.

KINGSTON.

PLYMOUTH Co. The territory of this town was formerly a part of Plymouth, and set off, and called Jones' River parish, in 1717. The harbor of Kingston, in common with that of Duxbury, lies within the Gurnet which forms the northern boundary of Plymouth harbor.

The business of this town is much connected with navigation and the fisheries. It has a good harbor, and a large number of merchant, fishing, and coasting vessels are owned at, and sail from this place. About fifteen thousand quintals of cod, beside mackerel and other fish, were brought into this place in 1844. Many vessels are built here, of native white oak, celebrated for its strength and durability.

Jones' river, a small stream, the outlet of several ponds, gives the town good mill privileges. There are in the town manufactures of cotton goods, bar-iron, nails, axes, cutlery, anchors, leather, shoes, palm-leaf hats, &c.

Monk's hill, near the line of Plymouth, commands delightful views on every side. The village, which is ele-

vated, well built, and very neat, also presents fine views of the harbor and sea.

Kingston lies four miles and a quarter north north-west from Plymouth, and thirty-three and three quarters south-east from Boston, by the Old Colony railroad.

The first settled minister in this town was the Rev. Joseph Stacy, in 1720. From a tomb-stone in the town, we copy the following, to the memory of Miss Lucy Little, who died in 1756, aged thirty-seven :—

"**READER!** beneath this monumental pile is laid

What once was beauty and a spotless maid.
Here was each virtue and each grace combin'd;

Fair was her form, but fairer was her mind.
So bright in her the sex's virtues shone,
They seemed all center'd in this maid alone.
The harmony of life thus kept intire,
She joined at death the fair angelic quire;
The fair angelic quire with joy confess
They ne'er had welcom'd a more charming guest.

Led by th' admiring throng, she takes her seat,
And half an Angel HERE, now shines ABOVE
complete."

LANCASTER.

WORCESTER Co. This town is bounded by Lunenburg and Leominster on the north and north-west; by Shirley on the north-east; Harvard, Bolton, and Berlin, on the east; Boylston on the south, and Sterling on the west.

This is the *Weshakim* or *Nashoway* of the Indians, and is the oldest town in the county. It was for many years a frontier settlement, and greatly harassed by the natives. In 1676, the town was attacked by fifteen hundred Indians; many were killed on both sides; the town was destroyed, and a number carried into captivity, among whom was the celebrated Mrs. Mary Rowlandson.

Lancaster lies on both sides of Nashua river, and has a remarkably fine alluvial soil, in a high state of cultivation. Perhaps there is no inland town in New England that possesses more natural beauties, or that strikes the eye of the traveller more

agreeably. The village is very beautiful; it is neatly built on an alluvial plain, shaded by elms, surrounded by hills, and watered by a large and placid stream.

The north and south branches of the Nashua meet near the centre of the town, and produce a valuable water-power.

There is one mill for the manufacture of checks and plaids, in the town; annual value two hundred and fifty thousand dollars. One cotton mill, one woollen mill, one mill for coach lace, one mill for counterpanes and webbing; annual value one hundred and fifty thousand dollars.

There are also manufactures of combs, leather, boots and shoes, forks, palm-leaf hats, tenon machines, copper pumps, piano-fortes, palm-leaf mattresses, chairs, cabinet-ware, stoves, iron-ware, and lead pipe; annual value about one hundred thousand dollars.

There are likewise several excellent water privileges in the town not yet appropriated.

George hill, on the westerly side of the town, comprises some good farms, from which is obtained a good view of the windings of the Nashua, and of its fertile banks. Turner's, Spectacle, Fort, Sandy, and other ponds, add much to the scenery of this delightful town.

The first minister in the town was the Rev. Joseph Rowlandson, in 1654. Mr. Rowlandson was ordained in 1660, and preached here until his family were taken captive by the natives, in 1676.

Lancaster lies thirty-four miles west north-west from Boston, fifteen north north-east from Worcester, twenty-five south-west from Lowell, and about eight miles south from the Fitchburg railroad depot at Shirley, thirty-eight and an half miles from Boston.

LANESBOROUGH.

BERKSHIRE Co. This pleasant town was incorporated on the 20th of June, 1765, and then included a large part

of the present town of Cheshire. It is bounded by New Ashford on the north; by Cheshire and Dalton on the east; by Pittsfield on the south, and by Hancock on the west. The length of the town from north to south is six miles; the breadth on the south is six miles, and on the north three miles and twenty rods.

The soil is generally of an excellent quality, consisting principally of a clay loam; and the chief attention of the inhabitants is turned towards grazing. Little grain is raised, beside what is needed for home consumption.

The south branch of the Hoosic rises in the south-east corner of the town. The west branch of the Housatonic enters the town from New Ashford, passes by the centre of the town, and runs through the large pond, called Lanesborough pond, into Pittsfield. This pond is partly in the latter town. It abounds with fish, such as pickerel, perch, and trout, and affords at its outlet some very valuable mill-sites. The principal settlements are on a street which extends several miles along the eastern side of this branch of the Housatonic.

The neighboring meadows are remarkably luxuriant and beautiful, while the hills beyond them strike the eye with great pleasure. The scenery from various points of elevation is picturesque and delightful.

This town affords iron ore, and extensive beds of beautiful white and clouded marble, and graphic slate. Much of this marble is transported to our large cities. Nine saw-mills are kept in constant motion the greater part of the year, in preparing this marble for market. A large amount of lime is burnt in this town, for transportation by the railroad.

There is in Lanesborough a large rock, in the south-west part of the town, so equally balanced upon another, that it can be easily moved. It is called the rolling rock, and is often visited as a curiosity.

The settlement of this town commenced in 1754. A church was or-

ganized here in 1764, and the first settled minister, the Rev. Daniel Collins, was ordained the same year. Mr. Collins continued his ministry till his death, in 1822, aged eighty-four. The Rev. Noah Sheldon was his successor.

Lanesborough lies five miles north from Pittsfield, from which, by the western railroad, is one hundred and fifty-one miles to Boston, and forty-nine to Albany.

LEE.

BERKSHIRE Co. This town is bounded on the north by Lenox; on the east by Washington and Becket; on the south by Tyringham and Great Barrington; and on the west by Stockbridge. The low lands were formerly occupied by the Stockbridge tribe of Indians, for the purpose of raising corn; while the extensive forests around them were devoted to hunting, and to the manufacture of sugar from the sap of the maple, with which the forests abounded. The first white man who settled in the town was Mr. Isaac Davis, in the year 1760.

The first settled minister in Lee was the Rev. Elisha Parmelee, in 1783. The town was named for General Lee, of the revolutionary army.

The town is six miles in length, and five in breadth, and presents a very diversified appearance. It forms a part of the intervalle which lies between the Taconic and Green mountain ranges. The Green mountain range, which rises to a moderate elevation, runs partly within the eastern limits of the town, presenting a very picturesque appearance. These mountains are for the most part of gentle activity, and are cultivated, in some places, quite to their summits. From the base of these mountains, the surface of the earth is rather uneven, occasionally rising into hills of considerable height, but generally descending, until it reaches the plain upon the banks of the Housatonic. West of this river, the land is everywhere undulating in its appearance, inclin-

ing towards the south, and well situated for receiving the genial rays of the sun.

At the north-east corner of the town, enters the Housatonic, a lively and romantic stream, of considerable size, and runs diagonally through it, though in a very serpentine course, passing out at the south-west corner, and dividing the town into two nearly equal parts. It receives, in its passage through the town, the waters of Washington mountain, the waters of Scott's pond, lying on the boundaries between this town and Lenox, the waters of Greenwater pond, which is within the limits of Becket, the waters of Goose pond, which is situated on the line between Becket and Tyringham, and quite on the summit of the mountain, the waters of Hop brook, as well as several other streams of less size.

The advantages afforded by the Housatonic and its numerous tributaries, for manufactures, are rarely surpassed in any place. Though the Housatonic is a rapid river, and occasionally swells itself so as to overflow its banks, yet it seldom rises so high as to prove destructive to the waterworks which have been constructed upon it.

There are in the town sixteen paper mills, a machine shop for making machinery, for paper, cotton, and woollen mills, &c., one cotton mill, one woollen mill, and various other manufactures by water. The total amount of manufactures by water in 1837, was six hundred and eighty thousand dollars. Beside these, there are manufactures of leather, hats, boots, shoes, bar-iron, iron-castings, axes, shovels, spades, hoes, forks, ploughs, chairs, tin, cabinet, and wooden-ware, carriages, chair stuff, &c.

Increasing attention is paid to agriculture, and this has been especially noticed since the establishment of agricultural societies. The land in this town, as in all others, is of different qualities. On each side of the Housatonic, there are extensive plains of rich alluvial land, of the best quality, easily tilled, and very productive.

These plains vary in width, according to the windings of the river. They are rather narrow at the north, but widen towards the south. The soil of the uplands is a loam, interspersed with gravel and stones, particularly on the east side of the river; on the west, there is more clay. Gypsum is used to very great effect by some of the farmers. The productions are rye, summer wheat, Indian corn, grass, oats, peas, beans, flax, buckwheat, and potatoes.

Lime-stone and white and clouded marble are found in various parts of the town.

This is one of the most flourishing towns in the county or state; its villages are neat and handsome, and bear the marks of well-earned prosperity.

Lee lies ten miles south from Pittsfield, nine miles east by south from the state line at West Stockbridge, through both of which towns the western railroad passes; and seven miles east by south from the *village of West Stockbridge*, through which the Housatonic railroad passes, in its course from the state line to Bridgeport, on Long Island Sound.

LEICESTER.

WORCESTER Co. This town was first settled about the year 1713. It was at first called Strawberry Hill. Its Indian name was *Tontaid*. The first minister was the Rev. David Parsons, in 1721.

This town is situated on the height of land between the ocean and Connecticut river, and is famed for its hills. These hills are of a strong and deep soil, rather cold and wet, but well adapted to the cultivation of all the various grains, grasses, and fruits common to the climate.

The most noted elevations in the town are Strawberry, Indian, Bald, Moose, and Carys' hills, and Mount Pleasant.

The town is watered by springs, rivulets, and several large brooks, which take their rise in this town, and empty into the Chicopee, the Quine-

bang, and the Blackstone. These, with the aid of several large reservoirs, which have been constructed, afford valuable mill-sites. There are five woollen factories for manufacturing broadcloths, within the limits of the town, viz., three in Cherry Valley, on Kittle brook, and two in Clappville, on French river; one establishment for making mouseline de laine, also in Clappville; two satinet factories, one scythe, and one wire factory, eight saw, and six grist-mills. Card manufacturing is a prominent branch of the business of the place, and has been carried on extensively many years. More machine and hand cards are made here than in any other place in the United States, amounting annually to something over three hundred thousand dollars.

The cards for the first cotton machine in America on the Arkwright principle, were made here, by Pliny Earle, in 1790, for the late Samuel Slater, who at that time, in connection with Messrs. Almy and Brown, of Providence, was constructing machinery to commence carding and spinning cotton, in Pawtucket.

The village on Strawberry Hill, near the centre of the town, is very pleasant, and commands delightful views for many miles around. Here is situated an academy, founded in 1784. This institution has considerable funds, commodious buildings, and has always sustained an elevated character.

A society of Jews, of about seventy in number, built a synagogue, and resided here from 1777 to 1783. They were much esteemed and respected.

Clappville, a busy, pleasant village on the western railroad, lies four miles south from Strawberry Hill village, nine miles south-west from Worcester, and fifty-three miles west south-west from Boston.

LENOX.

BERKSHIRE Co. Shire town. This was formerly a part of Richmond. It was first settled in 1750, and received

the family name of the Duke of Richmond. The first minister in the town was the Rev. Samuel Monson, in 1770.

The land in the north and west parts, is hilly, and in some parts stony; in some, broken, and of little value.

The soil is more favorable generally to grass, than the culture of grain. In the north-east and south-west parts, there is some excellent grain land. In the east part, adjoining the Housatonic river, there are some excellent meadows. The town abounds in limestone, and furnishes lime in considerable quantities for market in other places; also various kinds of marble of superior qualities.

In this town iron ore is found in great abundance, and the principal manufactures are of iron and marble. The Housatonic passes through the town from north to south, and furnishes a small water-power.

The centre of the town is very handsome. "It is built upon a hill, on two streets, intersecting each other nearly at right angles. It is composed of handsome houses, which, with the exception of a few of brick, are painted of a brilliant white. It is ornamented with two neat houses for public worship, one of which is large and handsome, and stands upon a hill higher than the town, and a little removed from it. It has a court-house of brick, in a fine style of architecture; it is fronted with pillars, and furnished with convenient offices, and a spacious court-room; this room is carpeted, and what is more important, contains a library for the use of the bar. Lenox has fine mountain air, and is surrounded by equally fine mountain scenery. Indeed, it is one of the prettiest of our inland towns, and even in the view of an European traveller, (who had eyes to see anything beautiful in what is unlike Europe,) it would appear like a gem among the mountains."

Lenox is six miles south from Pittsfield, twenty-seven east north-east from Hudson, and one hundred and

fifty-seven miles west from Boston, by Pittsfield and the railroad.

LEOMINSTER.

WORCESTER Co. This was formerly a part of the town of Lancaster. The first house in the town was built by Gersham Haughton, in 1725. The first minister, the Rev. John Rogers, was ordained in 1743.

The surface of this town is rather plain than hilly; the greatest elevation is Wauhnoosnook hill, in the westerly part of the town; this, although high and steep, has many excellent farms upon it. The soil is clayey, and generally of a good quality, particularly on the borders of its streams.

The town is well watered in every part, by numerous springs and rivulets. The Wauhnoosnook, a branch of the Nashua river, and the north branch of the Nashua, produce fine mill privileges, which are improved for manufacturing purposes.

The manufactures of this town, for the year ending April 1, 1837, exclusive of the product of five paper mills, was one hundred and eleven thousand five hundred and five dollars. The articles manufactured were leather, boots, shoes, hats, axes, chairs, cabinet-ware, combs, tin-ware, straw bonnets, palm-leaf hats, chaises, carriages, and harnesses. Since that period, the business of the town has much increased.

A rich alum rock has been found in this town, which is said to be a decomposed mica slate. It contains an abundance of beautiful plumose, or feather form alum, like that of Milo, one of the Grecian isles, mixed with the green crystals of copperas, or sulphate of iron.

The village in the centre of the town makes a fine appearance. It lies about a mile and an half south of the Fitchburg railroad, which passes through the north part of the town; from thence to Boston, is forty-three miles. Worcester lies nineteen miles south.

LEVERETT.

FRANKLIN Co. This was formerly a part of Sunderland, by which it is bounded on the west. On the north it is bounded by Montague and Wendall, on the east by Shutesbury, and on the south by Shutesbury and Amherst. Its first minister was the Rev. Henry Williams, in 1784.

The surface of the town is somewhat mountainous; the soil is strong and well adapted for pasturage. The town is watered by Roaring brook, and several small streams. There are some manufactures in the town, but the inhabitants are principally devoted to agricultural pursuits.

Roaring brook is a rapid stream, on which is a cascade, and some wild scenery, worthy of the traveller's notice.

Leverett lies ten miles south-east from Greenfield, and about eighty west by north from Boston.

LEXINGTON.

MIDDLESEX Co. This town was formerly a part of Cambridge, and lies ten miles north-west from Boston, seven east from Concord, and fifteen miles south south-east from Lowell.

This town is watered by several branches of the Shawshine river; the surface is varied by hills and valleys, and the soil, not naturally of the first quality, is rendered productive by the industry and skill of its proprietors. There is considerable woodland in the town, and extensive meadows.

Here are some manufactures, such as boots, shoes, fur caps and capes, muffs, and neck-ties, fur gloves, and other articles common in a New England town.

Lexington will ever be an interesting place, as here the first blood was shed in the cause of American Independence. "A detachment of British soldiers were sent at daylight, on the morning of the 19th of April, 1775, to take or destroy a quantity of military stores collected at Concord. They were under the command of Colonel

Smith and Major Pitcairn. On reaching this place, a militia company were exercising on the common. A British officer rode up, and ordered them to disperse, but not being instantly obeyed, he discharged his pistol, and ordered his men to fire, which they did, and eight of the Americans fell dead on the spot! The militia retreated, and the British proceeded to Concord, and in part succeeded in destroying the stores, but were so harassed on their return, that they would inevitably have been cut off, had they not been met at this place by a strong detachment of artillery under Lord Percy. The party suffered extremely by the fire of the Americans, aimed with deadly effect from the buildings, trees, and fences; and left sixty-five killed, and one hundred and eighty wounded. The Americans had fifty killed, and thirty-four wounded.

On the village green, near the church, and on the site of the battle, a monument is erected, with the following inscription:—

"Sacred to the Liberty and the Rights of Mankind!!!—The Freedom & Independence of America,—Sealed and defended with the blood of her sons.—This Monument is erected—By the Inhabitants of Lexington—Under the patronage, and at the expense of—The Commonwealth of Massachusetts,—To the Memory of their Fellow-Citizens—Ensign Robert Munroe, Messrs. Jonas Parker,—Samuel Hadley, Jonathan Harrington, Junr.—Isaac Muzzy, Caleb Harrington, and John Browne—Of Lexington, and Asahel Porter of Woburn—Who fell on this field, the first victims to the—Sword of British Tyranny & Oppression—On the morning of the ever memorable—Nineteenth of April, An. Dom. 1775.—The Die was Cast!!!—The Blood of these Martyrs—In the cause of God & their Country,—Was the Cement of the Union of these States then—Colonies, & gave the spring to the Spirit, Firmness—And Resolution of their Fellow-Citizens—They rose as one man to revenge their brethren's—Blood, and at the point of

the sword to assist and—Defend their native Rights.—They nobly dared to be free!!—The contest was long, bloody & affecting,—Righteous Heaven approved the solemn appeal;—Victory crowned their arms;—And the Peace, Liberty, & Independence, of the United—States of America was their glorious Reward.—Built in the year 1799."

LEYDEN.

FRANKLIN Co. Leyden is a mountainous township, on the line of the state, nine miles north by west from Greenfield, and about one hundred miles west north-west from Boston. It is bounded on the north by Guilford, New Hampshire, east by Bernardston, south by Greenfield, and west by Colrairie. It was formerly a part of Bernardston.

Two branches of Deerfield river, Green river and Budington creek, pass through the town, on which are good sites for mills. There is some good arable land in the town, but the greater part of the land is fit only for grazing.

On Green river is a narrow, rocky passage, called the "Glen," a curious place, much admired for its romantic scenery.

LINCOLN.

MIDDLESEX Co. This was once a part of Concord, Lexington, and Weston. The centre village lies fourteen miles north-west by west from Boston, and three south-east from Concord, by the old roads. From the depot of the Fitchburg railroad, in this town, to the centre village, is about a mile and an half; to Boston, sixteen and an half miles.

Lincoln has all the varieties of soil, from the richest to the poorest. Though rough and uneven, it contains some of the best farms in the county. The most celebrated is that known at different times as the Russell, Codman, and Percival farm.

Flint's or Sandy Pond, containing about one hundred and ninety-seven

acres, derived its name from its being situated on the farm of Ephraim Flint, one of the original owners of Lincoln. It is a favorite resort for pickerel; and its fisheries have been considered of so much importance, that an act was passed by the legislature, in 1824, prohibiting any person, under the penalty of two dollars, from fishing with "more than one hook" between the 1st of December and April.

The first minister in Lincoln was the Rev. William Lawrence, in 1748. Inscription on his monument:—

"In memory of the Rev. William Lawrence, A. M., Pastor of the church of Christ in Lincoln, who died April 11, 1780, in the 57th year of his age, and 32d of his ministry. He was a gentleman of good abilities, both natural and acquired, a judicious divine, a faithful minister, and firm supporter of the order of the churches. In his last sickness, which was long and distressing, he exhibited a temper characteristic of the minister and Christian. 'Be thou faithful unto death, and I will give thee a crown of life.'"

LITTLETON.

MIDDLESEX Co. This township was granted in 1714, and named for George Littleton, a member of the British parliament. Its Indian name was *Nashobah*.

The first settled minister was the Rev. Benjamin Shattuck, in 1717; the second, the Rev. Daniel Rogers, who was pastor until his death. The third, was the Rev. Edmond Foster, in 1781.

The surface of the town is pleasantly variegated, containing a number of beautiful ponds. The soil is not generally very strong, but is capable of producing a good supply of the fruits of the earth. There are two pleasant villages in the town, and some establishments for the manufacture of shoes.

The Fitchburg railroad passes through the town, thirteen miles north-west from Concord, and thirty-one and a half north-west from Boston.

LONGMEADOW.

HAMPDEN Co. This town was formerly the second parish of Springfield. It was first settled about 1644. It derived its name from the *Long meadow* within the town. The Indian name of the place was *Massasick*.

The first congregational minister in the town was the Rev. Stephen Williams, in 1716. The second, the Rev. Richard Salter Storrs, in 1785. The third, the Rev. Baxter Dickinson, in 1823.

Longmeadow is finely located on the eastern bank of Connecticut river, and enjoys a large portion of the rich meadow land on that beautiful and fertilizing stream. The town is watered by some small streams, and there are some manufactures in the town, but the people are generally agriculturists.

The village is delightfully situated about a mile from the river. It is built on one wide, level street, beautifully shaded by tall native elms, extending for miles, on the first rise of land above the meadow.

Longmeadow is easily approached by railroads, on either side. The Hartford and Springfield railroad passes through it, about twenty-one miles from Hartford; to Springfield it is four miles, and from Springfield to Boston, by the western railroad, it is ninety-eight miles.

"Sacred to the memory of Rev. Richard S. Storrs, pastor of the church in Longmeadow. He was born at Mansfield, Connecticut, August 30th, 1763, graduated at Yale College in 1783, ordained December 7, 1785, died October 3, 1819. In the private relations of life he eminently illustrated the graces of the Christian. He was distinguished for his appropriate, perspicuous, and affectionate exhibition of evangelical truth, for propriety, richness, and fervor in social prayer, and for his instructive conversation and Christian sympathy in pastoral duties. In testimony of their affectionate remembrance of his personal worth, and their regard for

his ability, zeal, and usefulness as their Christian pastor, his mourning congregation erect this monument.

"Religion, her almighty breath,
Rebuked the winds and waves of death;
Amidst that calm of sweet repose,
To Heaven his gentle spirit rose."

LOWELL.

MIDDLESEX Co. One of the county towns. The rapid growth of this city, the variety and richness of its manufactures, and the peculiar character of its population, have rendered it an object of interest and inquiry throughout the world.

The place which Lowell now occupies, was somewhat famous in the early annals of the country, as one of the best fishing grounds of the Indians in all New England. In the spring of the year they resorted here in great numbers, to pursue their favorite employment of hunting and fishing. Eliot speaks of one or two excursions which he made to "Pawtucket Falls," to become acquainted with the tribes of Indians from the interior, and to teach them the principles of Christianity. He however complains that they were so busily engaged, as to make it extremely difficult to gain their attention, and to interest them in the new religion. This continued to be a favorite resort of the Indians even to a late day; there still being evident the remains of a trench a mile or two in length, enclosing a large space about the junction of the Merrimack and Concord rivers, assigned, it is said, to the special use of the Indians.

Lowell is situated on the south side of the Merrimack river, at the junction of the Concord river with the Merrimack. It is twenty-six miles northwest from Boston, by the Boston and Lowell railroad, and by the Concord railroad, fifty miles south south-east from Concord, New Hampshire.

The Pawtucket canal extends from the head of Pawtucket Falls to the Concord river, near its union with the Merrimack, and produces all the hydraulic power of the city. This canal

was originally constructed for the passage of boats and rafts around the falls, and for this purpose it still continues to be employed; but its principal use is to feed the various lateral canals which convey the water to the different manufacturing establishments. This canal is a mile and a half long, sixty feet wide, and six or eight feet deep.

The Pawtucket canal, and of course, all the principal water privileges, are owned by a company, called "The Proprietors of the Locks and Canals on Merrimack river." This company sells to other companies the sites for mills, and agrees to furnish them with a certain amount of water for a stipulated annual rent. The proprietors of the locks and canals on Merrimack river were incorporated in 1792, their primary object being, as has already been hinted, to furnish a canal for boats around Pawtucket Falls.

The civil history of Lowell is quickly told. It formerly constituted a part of Chelmsford, a town of considerable note in the early annals of Middlesex county. The first purchases for manufacturing purposes were made about the year 1820, when there could not have been more than thirty or forty dwelling-houses within the present limits of the city. In 1826, on the petition of the inhabitants, East Chelmsford, as it was then called, was set off from Chelmsford proper, and incorporated as a town, with the name of Lowell. The territory of the town was increased in 1832, by the annexation of Belvidere, which was originally a part of Tewksbury. In 1836, a city charter was obtained from the legislature, and Elisha Bartlett, M. D., was chosen the first mayor. The population of the city at the different times when the census has been taken, has been as follows:—

1828,	3,532	1836,	17,330
1830,	6,477	1837,	18,010
1832,	10,254	1840,	20,981
1833,	12,963	1844,	25,163

The following is a brief summary of the manufacturing business of Lowell, in 1845:—

There were at that time, eleven incorporated companies, with an aggregate capital of ten million eight hundred and fifty thousand dollars. The names of these companies were as follows:—LOCKS AND CANALS, MERRIMACK, HAMILTON, APPLETON, LOWELL, MIDDLESEX, SUFFOLK, TREMONT, LAWRENCE, BOOTT, AND MASSACHUSETTS. These companies have thirty-three mills, exclusive of print works, &c. These mills are all built of brick, and are about one hundred and fifty-seven feet long, forty-five feet wide, and five stories high. They are all warmed in winter by steam or hot-air furnaces.

These mills contained 204,076 spindles, and 6,304 looms. They used 24,128,000 pounds of cotton, and 1,000,000 pounds of wool, and employed 6,320 females and 2,415 males. They made 75,873,200 yards of cloth, of which 287,000 yards were dyed and printed. The goods made were prints, sheetings, shirtings, drillings, broadcloths, cassimeres, carpets, rugs, and negro cloths.

In these mills and workshops, were used or consumed 1,225 tons of wrought and cast iron, 12,500 tons of anthracite and smith's coal, and 600,000 bushels of charcoal; 3,270 cords of wood; 67,842 gallons of oil; 3,000,000 pounds of teasels; 800,000 pounds of starch, and 4,000 barrels of flour.

The Locks and Canals machine shop, included among the thirty-three mills, can furnish machinery complete for a mill of five thousand spindles, in four months; and lumber and materials are always at command, with which to build or rebuild a mill in that time, if required. When building mills, the Locks and Canals company, employ directly or indirectly, from one thousand to twelve hundred hands.

To the above-named principal establishments may be added, the Lowell Water-proofing, connected with the Middlesex Manufacturing Company; the extensive powder-mills of O. M. Whipple, Esq.; the Lowell Bleachery, with a capital of fifty thousand

dollars; flannel mill; blanket mill; batting mill; paper mill; card and whip factory; planing machine; reed machine; foundry; grist and saw mills—together employing about five hundred hands, and a capital of five hundred thousand dollars.

With regard to the health of persons employed in the mills, six of the females out of ten enjoy better health than before entering the mills; and of the males, one half derive the same advantage. In their moral condition and character, they are not inferior to any portion of the community.

The average wages, clear of board, for females, is \$1.75 per week; for males, seventy cents per day. The average monthly payments for wages, were \$150,000.

A very considerable portion of the wages of the operatives are deposited in the Lowell Institution for Savings.

The above are statements of the population and business of Lowell in the early part of 1845. Since that time several new mills have been built and put into operation, and many of the old ones greatly enlarged. Some of the new works are operated by steam.

Perhaps nothing has contributed more to promote the industry and frugality of the operatives, than the Institution for Savings. Here, the smallest sum of money, which is not wanted for immediate use, may be safely invested, and left to accumulate until it is needed for other purposes. It is stated, that of the three hundred and eighty-six thousand dollars deposited in that institution, two hundred and fifty thousand dollars belong to operatives in the mills, the greater part being females.

"The Lowell Dispensary" is an institution which furnishes medical advice and medicine gratuitously, to all who require, and are worthy of such assistance. The amount of funds expended is not large, but it is believed that the dispensary contributes materially to the health and comfort of those who are in straitened circumstances.

"The Howard Benevolent Society"

was formed some years ago, and has accomplished much good. People of all parties and sects contribute to its funds, which are expended by able and efficient officers, in relieving the wants of the virtuous poor.

Besides these institutions, there are benevolent societies connected with all the churches, whose design is to assist those belonging to their respective congregations, who are not objects of public charity. A considerable portion of their funds is expended in procuring clothing for the children of the poor, that they may attend public worship and the Sunday school. Those who have been brought to poverty by their vices, and are not considered objects of private benevolence, receive assistance from the authorities of the city. The amount appropriated for the support of paupers in 1843, was five thousand dollars.

But for nothing does Lowell deserve more credit than for her public schools. With a wise and prudent foresight, she early directed her attention to these nurseries of virtue and intelligence, and with a liberal hand has she expended her money in providing every convenience for the instruction of the rising generation. In 1827, twelve hundred dollars were appropriated for the support of schools. From that time the appropriation has been annually increased, until it has reached the very large sum of twenty-five thousand dollars, which was the appropriation for 1843. This is one dollar for every man, woman, and child in the city. The schools are divided into three classes. Those of the lowest grade are called primary schools, and are thirty in number, located in different parts of the city, so as to accommodate all the inhabitants. Each of these schools is taught by a female, and the number of pupils varies from thirty to sixty. Here the children are instructed in the first rudiments of education, and at the close of each term, such as are qualified, are transferred to the grammar schools. The compensation of the teachers of these schools is two hundred dollars a year.

The second class consists of grammar schools, of which there are eight. Seven of these are kept in large two-story brick buildings, with spacious and convenient rooms. These schools are designed to give the young a good common education. Pupils are admitted, on examination, from the primary schools, and remain as long as they choose. When they leave, they either may be sent to the high school, or be apprenticed to some useful trade. Four teachers are employed in each of these schools, (with one exception,) besides the writing-masters.

The high school consists of two departments, one for boys and the other for girls. Both departments are under the superintendence and instruction of three male and two female teachers. A good moral character, and a knowledge of arithmetic, grammar, geography, &c., are required for admission to this school. Pupils are instructed in all the common and higher branches of knowledge, and those who desire it, are fitted for college. Students who have entered the various colleges of New England from this school, will not suffer by a comparison with those from any other institution of the kind. Those who do not wish to pursue their education farther, are prepared, upon leaving school, to engage in any of the ordinary avocations of life. In the female department, the girls are taught all the branches which are considered necessary for the finished education of the young lady.

This school is kept in one of the most substantial and convenient houses which can be found in the state or union. It is of brick, and was built about three years ago, at an expense of more than twenty thousand dollars.

There are in the city twenty-one religious societies, each of which supports a regular clergyman, viz., three Orthodox, two Episcopalian, two Catholic, two Episcopal Methodists, two Wesleyans, one Freewill Baptist, three Universalists, two Christian, three Baptist, and one Unitarian. With all these churches are connected Sabbath

schools, most of which are large and flourishing. The "Lowell Sunday School Union," in which thirteen of the above-named schools are represented, reports, in 1844, that five thousand two hundred and twenty-three persons are connected with the associated schools.

There are published in the city eight or ten newspapers, and two or three magazines. Among these is the "Lowell Offering." This magazine is made up of articles written by operatives actually employed in the mills. It is difficult to make persons at a distance believe that this is the fact; but we assure all who may have doubts upon this subject, that the work is written, edited, and published by females who are employed from ten to thirteen hours every day in the factories.

It is improper for books of this character to make statements in advance, on conjecture, especially when almost every page shows the utter inability of the writer to keep pace with the car of improvement in the mechanical branches of industry now pressing onward in every section of the commonwealth; but with respect to Lowell, our information being more specific and authentic than in most cases, we venture the opinion that in 1848, Lowell will contain a population of thirty-five thousand inhabitants, and an increase of business in the same ratio.

When it is considered that, in the course of thirty years, this large manufacturing city has arisen from an Indian fishing station; that it was commenced, continued, and is sustained solely by the wisdom, energy, industry, and wealth of Massachusetts people; the "Old Bay State" may look even across the Atlantic, and feel a just pride in her sons and daughters, and in the works of their hands.

LUDLOW.

HAMPDEN Co. This was formerly a part of Springfield, and called Stony Hill. The Rev. Antipas Steward was the first minister, in 1793.

This town is watered by branches of Chickopee river, and by that river itself at the south part of the town, where is situated a flourishing manufacturing village.

The manufactures of Ludlow consist of cotton goods, palm-leaf hats, ploughs, &c., &c.

The surface of the town is pleasant, with some elevations on its eastern section. The soil is good and productive, and agriculture is the chief employment of the inhabitants.

The North Wilbraham depot, on the western railroad, is near the village in Ludlow, nine miles from Springfield, and eighty-nine from Boston.

LUNENBURG.

WORCESTER Co. This was originally a part of "Turkey Hills," or Fitchburg, and was so called in compliment to George II., or to his title of Duke of Lunenburg. Many of the first settlers were emigrants from Scotland and Ireland. A church was gathered here in 1728, and the Rev. Andrew Gardner was ordained pastor.

"The soil of this town is fertile, and as productive as is usually found in so northern a situation. For though the land is generally high, yet by reason of its cohesive texture, and having a clayey stratum within a few feet of its surface, it retains moisture sufficient for vegetation, through the whole summer, unless in seasons of severe drought. Many parts of it bear hemp and flax luxuriantly."

There are manufactures in the town of books, palm-leaf hats, chairs, cabinet-ware, leather, boots, shoes, &c. There are three handsome ponds, but the town is singularly destitute of water-power; there being not sufficient in dry seasons, for domestic purposes.

Lunenburg is a flourishing town, with a very pleasant village near its centre. This village is five miles north-west from Shirley depot, on the Fitchburg railroad, thirty-seven miles from Boston. Worcester lies twenty-four miles south, and Fitchburg five miles west by north.

LYNN.

ESSEX Co. This town was first settled in 1629. It received its name from that of Lynn Regis, a town in England. Its Indian name was *Saugust*.

Lynn is pleasantly situated on the northern shore of Massachusetts Bay. It extends six miles on the sea, and five miles into the woods. The southern portion of the town is a plain, defended on the north by a chain of high rocky hills, chiefly composed of porphyry, beyond which is an extensive range of woodland. It is surrounded by an abundance of water, having river Saugus on the west, the harbor on the south, the ocean on the southeast, and a chain of large ponds, called the "Lakes of Lynn," on the north. The town is neatly built, on wide and pleasant streets, and is one of the most flourishing and beautiful towns in New England, containing, in 1845, about ten thousand inhabitants.

From the southern side of the town a peninsula extends four miles into the ocean, at the extremity of which is the celebrated watering-place, called Nahant. On this peninsula is a beach two miles in extent, broad, smooth, and beautiful, and is a great curiosity. When easterly storms beat upon it, they occasion a roaring which may be heard six miles.

The shores of Lynn are in the highest degree romantic, and Nahant, and Phillips' Point, at the eastern extremity of the town, are places of general resort, during the summer season, for people of wealth, taste, and refinement, from all parts of the country, many of whom have cottages here. A mineral spring in the northern part of the town, is also a place of much celebrity.

The soil of this town is of a good quality, and highly cultivated. From the elevations in its vicinity, a most enchanting prospect is presented, comprehending the harbors of Boston and Salem, with their numerous islands; the spires and domes of those cities, and nearly the whole compass

of Massachusetts Bay, with the Blue Hills and the outline of Cape Cod stretching along the southern horizon. Jutting out into the sea a few furlongs, on the south of the town, appear the rugged cliffs of Nahant, and the hard, polished beach, leading to this far-famed watering-place, appearing like a narrow foot-path of sand upon the waters.

Lynn has thirteen churches, nine principal school houses, an academy, an institution for savings, a bank, two insurance offices, and a large number of literary, social, and charitable societies.

Lynn has risen to wealth and importance by the enterprise and industry of its people, in the manufacture of shoes, particularly for which, more than any other town in the country, it is justly celebrated. The manufacture of ladies' shoes was commenced here before the revolutionary war, and it is curious to observe the great changes that have occurred in the fashion and manufacture of that article.

"In olden times," says the Newburyport Herald, "ladies' shoes were made in Lynn of common woollen cloth, or coarse curried leather; afterwards of stuffs such as cassimere, everlasting, shalloon and russet; some of satin and damask, others of satin lasting and florentine. They were generally cut with straps, for large buckles, which were worn in those days by women as well as men. Ladies' shoes, seventy years ago, were made mostly with white and russet rands, and stitched very fine on the rand with white-waxed thread. Some were made turn pumps and channel pumps, all having wooden heels, called *cross-cut*, *common*, and *court heels*. Then the cork, plug, and wedge or spring heels, came into use. The sole-leather was all worked with the flesh side out.

"Previous to the war of the revolution, the market for Lynn shoes was principally confined to New England; some few, however, were exported to Philadelphia. Many individuals with small capital carried on the business

in their own families. Fathers, sons, apprentices, and one or two journeymen, all in one small shop, with a chimney in one corner, formed the whole establishment.

"After the revolution, the business assumed a different aspect. Enterprising individuals embarked in the business in good earnest; hired a great number of journeymen; built large shops, took apprentices, and drove the business. Master workmen shipped their shoes to the south, so that Lynn shoes took the place of English and other imported shoes. Morocco and kid leather, suitable for shoes, began to be imported from England, which soon took the place of stuffs. Roan shoes were now little called for; and the improvement of working the sole-leather grain side out, was now generally adopted, making what is called *duff bottoms*. About the year 1794, wooden heels began to go out of use, by the introduction of leather spring heels. This improvement progressed gradually, until the heel-making business, which was once a good one, was totally ruined."

There were in 1845, one hundred and thirty principal shoe manufactories, employing about three thousand men, and about as many women. There are about three million pairs of women's and misses' shoes made annually, valued at about two million of dollars. The other principal business in the town is the cod and mackerel fishery, which is very productive. The increase of the shoe business in this town since 1837, is about twenty per cent.

A singular meeting took place in this town on the last day of the year 1844. The heads of five generations, met at the house of Mrs. Jerusha Rhodes, the primal mother of them all, in that part of Lynn known as "Gravesend." The eldest member of this family is upwards of ninety years of age, the youngest five. The last-named has two grandmothers, two great-grandmothers, and two great-great-grandmothers—all living. The most remarkable feature of this patriarchal assembly, perhaps, is the

fact that they all met fortuitously without the knowledge, on the part of either, that the others were to be present—their design, individually, simply being to visit their aged and venerable relative.

By the eastern railroad, Lynn lies nine miles north north-east from Boston, and five south from Salem. From the centre of Lynn to the Nahant Hotel, is four miles and a half, and from thence to Boston, by water, by Point Shirley, is about ten miles.

From the centre of Lynn to the Ocean and Rockaway Houses, at Phillips' Point, is about three miles.

LYNNFIELD.

Essex Co. This was formerly the north parish of Lynn, and called Lynn End. It is bounded north by Reading, east by Danvers, south-east by Lynn and Saugus, and west by South Reading.

This town is watered by Ipswich and Saugus rivers, and two very handsome ponds. The surface is uneven, but the soil is strong and fertile.

Lynnfield contains large tracts of woodland, and no town, so near the city, presents more wild and romantic scenery, or which offers to the lover of rural enjoyments, a more favorable retreat.

The following is on the monument of Mr. Daniel Townsend, who was killed at Lexington, April 19, 1775.

"Lie, valiant Townsend, in the peaceful shades,—we trust
Immortal honors mingle with thy dust.
What though thy body struggle in its gore?
So did thy Saviour's body long before;
And as he raised his own by power divine,
So the same power shall also quicken thine,
And in eternal glory mayst thou shine!"

Lynnfield lies on the turnpike road leading from Boston to Newburyport. It is thirteen miles north from Boston, and eight miles west by north from Salem.

MALDEN.

MIDDLESEX Co. This town is connected with Charlestown by a bridge across Mystic river, of two thousand

four hundred and twenty feet in length, built in 1787. It was formerly a part of Charlestown, and called Mystic Side, being that part of Charlestown on the north side of the river. It is otherwise bounded, on the west by Medford, north by Stoneham and South Reading, and east by Saugus and Chelsea.

Although Malden enjoys as rich a soil, as good a water-power, and a surface as varied and beautiful as Dorchester, Roxbury, Milton, or any other town near to and south of Boston, yet, until the erection of Charles river and Malden bridges in 1786 and 1787, this town was as far "down east," in regard to its connection with Boston, by roads and bridges, as any town in the county of York, in the state of Maine, now is.

In those days, a Malden lady wishing to visit Boston by land, had to rise early, and travel by wagon, side-saddle or pillion, through Medford, Charlestown, Cambridge, "Little Cambridge," (now Brighton,) Brookline, Roxbury, and "over the Neck," to the great metropolis, and when arrived, was so fatigued by her day's journey, that she had to rest a day or two before she was able to make her "calls."

But now, how changed! Those cruel turnpike killers, and despisers of horse-flesh, the legislators of Massachusetts, have granted permission to a number of men to set up a long, narrow building on trundles, a sort of travelling meeting-house, with a bell to it, and a row of pews on each side of the aisle;—drawn by a savage-looking beast that keeps puffing and whistling like a north-easter, and, when started, seems as if Satan himself could n't catch him. By this mode of travelling, a lady or gentleman at Malden may leave home at almost any hour, go down south to Boston, a distance of five miles, see their friends, do their errands, and return, in one short sunny hour.

The manufactures of the town are numerous and important; the total annual value of which is about half a million of dollars. They consist of leather, shoes, twine, iron, nails, ma-

chinery, lasts, silk and cotton printing, silk dyeing, tin and block-tin wares, &c. The number of inhabitants in the town, in 1845, was computed at two thousand seven hundred.

We are told that Malden village in ancient times was very pleasant. There are now two delightful and flourishing villages in the town, through both of which the railroad passes.

MANCHESTER.

Essex Co. This town was formerly a part of Salem, called Jeffrey's Creek; and was settled by William Jeffrey as early as 1628. It is bounded north by Essex, east by Gloucester, south by Massachusetts Bay, and west by Beverly.

The surface of the town is rocky, but pleasantly diversified; the soil is various, but generally good, and well cultivated. From its first settlement, Manchester has been noted for its enterprise in the fisheries, and for its training its youth for a maritime life. No town on the American coast, of its population, has furnished more able ship-masters and sailors than Manchester. The harbor is large, and well protected, for vessels of any burthen, but none but vessels of about one hundred and twenty tons burthen can reach the wharves.

The village is very pleasantly situated on a southern declivity, towards the harbor; it is neatly built, and bears the marks of industry and wealth.

Manchester is celebrated for producing the *Magnolia*, a beautiful flowering tree, rarely found in New England. It is a tree of about a dozen feet in height, with deep-green leaves, and white flowers. It possesses a delicious fragrance. It is found in a sheltered swamp, near the line of Gloucester, and flowers about the first of July.

This town lies eight miles north-east from Salem, twenty-two north-east from Boston, and seven south-west from Gloucester. The railroad between Beverly and Gloucester passes through the town.

MANSFIELD.

BRISTOL Co. This town was originally the north parish of the town of Norton. The New Bedford and Taunton railroad meets the Boston and Providence railroad in the centre of the town. It lies eleven miles north-west from Taunton, thirty-one north-west from New Bedford, twenty-four south from Boston, and eighteen north by east from Providence.

Mansfield is watered by several branches of Taunton river. The soil is thin, and the surface level. There are several cotton and woollen mills in the town, and a number of nail factories. The manufactures consist of cotton and woollen goods, nails, straw bonnets, palm-leaf hats, and baskets; total annual amount about one hundred and ten thousand dollars.

About the year 1836, a mine of anthracite coal was discovered in this town, near the Boston and Providence railroad. It was discovered in digging a well. An incorporated company purchased the right of mining on that and several adjoining farms. They sunk a shaft which struck a vein five feet in thickness, at the depth of twenty feet, running north-east and south-west, and dipping to the north-west 52°. The shaft was continued forty-four feet further, to another vein, which exceeded five feet in thickness, and which afforded coal of a better quality than that found above. Subsequent operations have shown that the veins are numerous. Large sums have been expended in mining operations, but hitherto with little success.

Among a variety of berries which flourish in Mansfield, is the *White Whortleberry*, rarely known to exist in any other place. They have grown time out of mind, side by side with the black species, without showing the least symptom of amalgamation.

MARBLEHEAD.

Essex Co. The territory of Marblehead was originally a part of Salem, and for some time after its set-

tlement was called Marble Harbor. It is bounded on the north by Salem harbor, east and south by Massachusetts Bay, and west by Salem and Salem harbor. This peninsula is about three miles and a half in length, and two miles in width, and contains an area of about thirty-seven hundred acres.

The surface of this town is exceedingly irregular and rocky, and considerably elevated. When Whitefield, the celebrated preacher, first came to Marblehead, he exclaimed, "Pray, where do they bury their dead?" Notwithstanding its rocky, rough, and cheerless appearance, it is a fact that more hay is grown here than is consumed in the town, and that the agricultural society has awarded premiums for the largest crops of corn, barley, and hay obtained here from an acre.

The harbor, in front of the town, a mile and a half long from north-east to south-west, and half a mile wide, formed by a narrow neck at the south-west, which separates it from Lynn Bay, and connects the town with Great Neck, is deep and excellent, capable of being entered at all times by ships of the largest size; and by a breakwater, constructed in 1845, for the protection of Little harbor, will be rendered a safe retreat from storms. This harbor is protected by Fort Sewall, near its entrance.

From the first settlement of the country to the present day, Marblehead has been a noted town for the enterprise of its people in the fisheries. At the commencement of the revolutionary war, this town had become the second in the colony. Although the two wars occasioned the people great trials and losses, they were borne with firmness, and their lost fortunes were redeemed in brighter days, by an energy and skill in their business, never excelled, and rarely equalled.

The number of vessels belonging to this place is about one hundred, whose tonnage is about ten thousand tons. The annual value of the cod and mackerel fishery is about one hundred and sixty thousand dollars. The

manufactures of the place, such as boots, shoes, chairs, cabinet-ware, tin-ware, vessels, soap, glue, cards, wheels, &c., amount annually to about four hundred thousand dollars. A steam cotton factory was erected here in 1845.

The village or town is a very pleasant place in summer, and an excellent place to witness the raging of the ocean in a storm. It is much like Nahant, only six miles north from it. A railroad passes from this town to Salem, four miles, and to Boston sixteen miles.

MARLBOROUGH.

MIDDLESEX Co. The territory of this town was granted to some people at Sudbury, in 1655. Its Indian name was *Okommakamesitt*. The town is remarkable for its fine undulating surface, and fertile soil. Perhaps no town in the county is better adapted to agricultural pursuits than this, or in which are more large and well-cultivated farms.

The inhabitants are principally devoted to agricultural pursuits, and by their industry and skill, have acquired a great degree of independence. Among the productions of the town, are fat cattle, pork, fruit, and all the varieties of the dairy; a large amount of which is annually sent to Boston market.

The Assabet river waters the western part of the town, and affords Feltonville, a flourishing manufacturing village, a fine water-power. The town is otherwise watered by several small streams, and a number of beautiful ponds.

There are in the town manufactories of boots, shoes, straw bonnets, leather, chairs, and cabinet-ware.

This town suffered much during the Indian wars, and was for many years the residence of a number of Indians who had embraced the Christian religion.

The villages are very pleasant; the richness of the soil, and surrounding scenery; its excellent roads, and convenient access to Boston, render Marlborough a desirable residence.

Marlborough lies twenty-seven miles west from Boston, and fourteen south-west from Concord. Feltonville lies about three miles north-west from the centre of the town, midway between the Fitchburg and Worcester railroads, about nine miles from each. The railroad from Nashua to Worcester will pass through this town.

The Rev. William Brimsmead was the first minister in Marlborough. He was settled in 1666, and died in 1701. He was a bachelor, and "uniformly refused baptism to children who were born on the Sabbath." Whether he refused the little sinners the rites of Christian burial, in case of death, is not stated.

MARSHFIELD.

PLYMOUTH Co. Until its incorporation in 1641, this town was a part of Duxbury, and was called Green's Harbor, or Rexham. Its Indian name was *Missaucatucket*.

Marshfield is separated from Scituate on the north by North river, and bounded northeasterly by Massachusetts Bay, south by Duxbury, and west by Hanover and Pembroke. The surface of the town is pleasantly diversified, embracing much marine scenery. Here are large tracts of salt marsh of great value; and here, too, is a famous resort for all the varieties of sea-fowl.

South river, in the south part of the town, and the North river, give to Marshfield a good water-power. Some navigation is owned in the town, engaged in the fishing and coasting business, and many noble merchant vessels are built. Here are some manufactures of cotton, nails, iron castings, &c.

Perigrine White, the first English child born in New England, died in this town, July 20th, 1704, aged eighty-three. A grandson of Governor Carver lived here to the age of one hundred and two, and in 1775 was at work in the same field with his son, grandson, and great-grandson, who had also an infant son in the house, making five generations. Edward

Winslow, some years governor of Plymouth colony, resided in this town.

The Hon. Daniel Webster's country seat is situated in the south part of the town, about twelve miles north from Plymouth, in full view of the sea, and surrounded by cultivated fields. His farm contains fifteen hundred acres of choice land, with buildings, lawns, and gardens suited to so splendid a domain. About fifteen years ago he bought the Thomas estate, since which others, with the ancient mansion house of Governor Winslow, now one hundred and eighty years old. The noble senator is an excellent farmer, and is doing much to promote the agricultural interests of the country.

MARSHPEE.

BARNSTABLE Co. "This tract was procured for the Indians by the efforts of Mr. Richard Bourne, of Sandwich. This noble-hearted man, who deserves to be held in lasting remembrance, was a native of England, and soon after his arrival at Sandwich, began his labors for the temporal and spiritual good of the Indians. About the year 1660, at his own expense, Mr. Bourne obtained a deed of Marshpee, from *Quachatisset* and others, for the benefit of the Marshpee, or, as they were then called, South Sea Indians. In order that the Indians might have a place where they might remain in peace from generation to generation, Mr. Bourne had the deed or instrument drawn, 'so that no part or parcel of them [the lands] could be bought by or sold to any white person or persons, without the consent of all the said Indians, not even with the consent of the general court.' The deed, with this condition, was ratified by the Plymouth court. Mr. Bourne, after having obtained the above deed, pursued his evangelical work, and was ordained pastor of an Indian church in this place, in 1670, formed of his own disciples and converts. He died about 1685, and was succeeded by Simon Popmonet, an Indian preacher, who lived in this character about forty

years, and was succeeded by Mr. Joseph Bourne, grandson of Richard, who was ordained over them in 1729, who resigned his mission in 1742, and was succeeded by Solomon Bryant, an Indian preacher, who was ordained pastor. In 1758, Rev. Gideon Hawley was installed pastor of these people."

This tract was incorporated a district in 1834, granting to this people all the privileges of choosing their own officers, and managing their affairs, with the aid of a commissioner appointed by the state.

This territory is bounded north by Sandwich, east by Barnstable, south by Vineyard Sound, and west by Falmouth. It contains fourteen thousand acres, or about twenty-two square miles.

There are three hundred colored inhabitants on this territory, and some whites. There now remain only seven inhabitants, of pure blood, of the fathers of the forest. Their land is good for grain of all sorts, and is well wooded. The territory is pleasant, and some parts of it afford beautiful scenery. The Marshpee and Quoshmet are considerable streams, which, with numerous ponds and the ocean, afford an abundant supply of fish of various kinds.

These people live by agricultural pursuits, the manufacture of various articles of Indian ware, by the sale of their wood, and by fishing, fowling, and taking deer. They are docile and hospitable; they appear to relish moral and religious instruction; and, under the superintendence of a humane and intelligent commissioner, appointed by the state, they are prosperous and happy. This is the largest remnant of all the tribes of red men west of Penobscot river, who, but a little more than two centuries ago, were fee simple proprietors of the whole territory of New England!

MEDFIELD.

NORFOLK Co. This was a part of Dedham, and called Dedham village until its incorporation. It lies eight

miles south-west from Dedham, and seventeen south south-west from Boston.

This is a very pleasant and flourishing town, watered by Charles and Stop rivers, containing a good soil, and diversified surface. The manufactures of the town consist of boots, shoes, leather, brushes, cutlery, &c. The value of straw bonnets made in this town in one year was one hundred and thirty-five thousand dollars.

During King Philip's war, in 1675, the town was burnt, and many of the inhabitants murdered by the Narragansets. Philip rode an elegant horse, and directed the massacre.

A church was organized here in 1651, consisting of eight members; Rev. John Wilson, jr., was installed pastor the same year. Mr. Wilson was born in England, and graduated in the first class in Harvard College. He united in himself the offices of a preacher, physician, and school-master, at the same time. He continued in the pastoral office more than forty years, and died in 1691. After a period of nearly six years, in which thirty-two candidates were employed, Joseph Baxter was settled, and sustained the pastoral office more than forty-eight years. Mr. Baxter commenced his ministerial labors at the age of eighteen, and in consequence of his youth, his settlement was delayed almost three years.

MEDFORD.

MIDDLESEX Co. This beautiful town is situated at the head of navigation on Mystic river, five miles north-west from Boston, and fourteen east by south from Concord. The Boston and Lowell railroad, and Middlesex canal, pass through the town.

The finest ships that float on the ocean are built here; during the five years preceding April 1, 1837, sixty vessels were built, the tonnage of which was twenty-four thousand one hundred and ninety-five tons; value, one million one hundred and twelve thousand nine hundred and seventy dollars. There are also manufactures

of leather, linseed oil, bricks, boots, shoes, ploughs, hats, and hat bodies.

The soil of the town is very fertile, and in a high state of cultivation. The business of the town is much associated with the city, and many delightful country seats are scattered over, and decorate the grounds improved as a farm by Governor Winthrop, in 1633.

"Governor Dudley, in his letter of March 12th, 1630, to the Countess of Lincoln, speaking of the 'dispersion' of the settlers who had just arrived from England, says, 'some of us upon *Mistic*, which we named *Meadford*.' In Wood's *New England Prospect*, printed in London in 1639, the author, in giving an account of the various settlements, notices Mystic or Medford in the following manner: 'The next town is Mistic, which is three miles from Charlestown by land, and a league and a half by water. It is seated by the water-side very pleasantly; there are not many houses as yet. At the head of this river are great and spacious ponds, whither the alewives press to spawn. This being a noted place for that kind of fish, the English resort thither to take them. On the west side of the river, the governor hath a farm, where he keeps most of his cattle. On the east side, is Mr. Cradock's plantation, where he hath impaled a park, where he keeps his cattle, till he can store it with deer. Here, likewise, he is at charges of building ships. The last year one was upon the stocks of an hundred tons; that being finished, they are to build one twice her burthen. Ships without either ballast or loading, may float down this river; otherwise the oyster-bank would hinder them, which crosseth the channel.'"

Winter Hill, memorable as the place of encampment of General Burgoyne and his army, after their capture at Saratoga, borders the town. It is one hundred and twenty-five feet above tide-water, and presents a view of great extent and beauty.

In the old burying ground, a beautiful granite monument is erected, bearing the following inscription:—

"Sacred to the memory of
JOHN BROOKS,

Who was born in Medford, in the month of May, 1752, and educated at the Town School. He took up arms for his country on the 19th April, 1775. He commanded the regiment which first entered the enemy's lines at Saratoga, and served with honor, to the close of the war. He was appointed Marshal of the District of Massachusetts by President Washington, and after filling several important civil and military offices, he was, in the year 1816, chosen Governor of the Commonwealth; and discharged the duties of that station for seven successive years, to general acceptance. He was a kind and skilful physician, a brave and prudent officer, a wise, firm, and impartial magistrate, a true patriot, a good citizen, and a faithful friend. In manners he was a gentleman, in morals pure, and in profession and practice a consistent Christian. He departed this life in peace on the first of March, 1825, aged 73. This monument to his honored memory was erected by several of his fellow-citizens and friends in the year 1838.

MEDWAY.

NORFOLK Co. This was attached to Medfield until its incorporation as a town, in 1713. It lies twenty-four miles south-west from Boston, and fourteen south-west from Dedham. It is bounded north by Holliston, east by Medfield and Walpole, south by Franklin, and west by Milford. The surface of the town is undulating, with a soil of a moderate quality.

Medway is finely watered by Charles river on the east and south, and otherwise by its branches. On these streams are excellent mill-seats, many of which are improved for important manufactures. These consist of cotton and woollen goods, boots, shoes, scythes, chairs, cabinet-ware, ploughs, cotton wadding, straw bonnets, &c.; annual value about five hundred thousand dollars.

There are a number of very pleasant villages in Medway. Factory village,

in the south part of the town, near Franklin, is a place of considerable business.

The first minister in Medway was the Rev. David Deming, in 1715; the second was the Rev. Nathan Buckman, in 1724, who sustained the pastoral office in this place more than *seventy years*. He died in 1795, aged ninety-two.

MENDON.

WORCESTER Co. Mendon is the oldest town in the county, except Lancaster. It was originally settled by people from Braintree and Weymouth. October 16, 1660, "In answer to said Braintry Petition, a plantation of eight miles square was granted, by the general court, and placed under the direction of a committee, called 'the committee for Nipmug.'" This was the original name of Mendon. May 15, 1667, this plantation, which was then called *Quinshepaug*, was made a town, and incorporated by the name of Mendon, probably after Mendham, in the county of Suffolk, England.

May, 1675, the town was burned by the Indians. The inhabitants fled, and did not return until 1680. Richard Post was killed at this time, being the first man who lost his life in King Philip's war, within the bounds of the colony of Massachusetts.

The face of the town is fertile, producing large crops of hay and grain, and, for a long time, has been noted for the variety and abundance of its winter apples. The late Mr. Seth Davenport has, in some years, laid up from one thousand to fifteen hundred bushels of good, fair apples, all picked from the trees by hand.

The agricultural income of the town is principally derived from the dairy, apples, and cranberries. About thirty thousand pairs of boots are annually made in this town.

This very pleasant, healthy, and flourishing town, lies in latitude 42° 6' 23" N., and longitude 71° 33' 35" W. from Greenwich. It is thirty and a half miles and thirty-five and a half rods,

[reduced to the level of the sea,] in a straight line, from the State House in Boston, and bears from it S. 55° 26' W. These calculations are for the spire of the Unitarian meeting-house.

Mendon lies thirty-two miles south-west from Boston; eighteen south-east from Worcester; twenty-two north from Providence; ten north-west from Woonsocket Falls, Rhode Island, and eleven miles south-east from the depot, on the Boston and Worcester railroad, at Westborough.

This good old town now contains but eleven thousand three hundred and seventy-five acres of land, having parted with portions of its territory to make up the towns of Bellingham, Milford, Upton, Northbridge, and Uxbridge; and now the residue of her domain is cut in twain to form the new and flourishing town of BLACKSTONE, a brief description of which is here given.

BLACKSTONE. One of the youngest towns in the Commonwealth, having been incorporated by an act of the general court in 1845. It was formerly the south parish in Mendon, and is bounded north by Mendon, from which it is separated by a line running nearly east and west; east by Bellingham; south by Cumberland and Smithfield, in the State of Rhode Island, and west by Uxbridge.

Blackstone river and Blackstone canal run through the town on the south, and Mill river on the east, upon which are nine cotton, and four woollen mills, and an extensive scythe manufactory. The value of goods made is about six hundred thousand dollars annually. The extensive and well known woollen manufactory of W. & D. D. Farnum is in this town.

This is the southeasternmost town in the county of Worcester; and is thirty-nine miles south-west from Boston, and eighteen north-west from Providence, Rhode Island, and has five places of public worship, and four post villages;—South Mendon, Millville, Blackstone, and Waterford.

The township is somewhat broken

and uneven, with rather a thin soil; much of the water-power is yet unoccupied. The Providence and Worcester railroad is located through the south-western section of the town; and another railroad is in contemplation from Woonsocket Falls, in Cumberland, Rhode Island, through Blackstone, Mendon, Milford, and Holliston, to Framingham. Population in 1845, three thousand and fifty. The number of acres in the township is nine thousand six hundred and eighty-five. The unimproved hydraulic power upon the Blackstone river, when employed, will greatly increase the population and wealth of the town.

METHUEN.

Essex Co. Methuen lies on the north bank of the Merrimack, twenty-five miles north by west from Boston, and twenty north-west by north from Salem. It was taken from Haverhill in 1725, and is about seven miles south-west from it.

In this town is a pleasant and flourishing village on both sides of Spiggot river, which here has a fall of thirty-six feet over a rocky precipice, that greatly enhances the beauty of the location, and at the same time affords important manufacturing privileges. Spiggot river meets the Merrimack nearly opposite the mouth of the Shawshine, in Andover. At this place are two cotton mills, and between the falls and the mouth of the river, are two paper mills, and an extensive piano-forte manufactory. The inhabitants are also largely engaged in the manufacture of shoes, hats, &c. Value of manufactures for the year ending April, 1845, five hundred thousand dollars.

The Merrimack river here affords excellent facilities for manufacturing purposes, and the Essex company have purchased the lands on both sides of the river, intending to create a water-power equal to that of Lowell, and have obtained from the legislature an act for that purpose.

The natural resources of the town

are various; a fertile soil, abundance of wood, and inexhaustible beds of excellent peat.

The site of the village is very elevated, and commands an extensive prospect of the beautiful and romantic scenery with which it is environed.

MIDDLEBOROUGH.

PLYMOUTH Co. This is the largest town in the Commonwealth, it being, by the new map of the state, about thirteen and a half miles in length, and twelve and a half in width. It is bounded north by Bridgewater and Halifax, east by Carver, south by Rochester and Freetown, and west by Freetown, Taunton, and Raynham.

Middleborough was so named from the circumstance that *Nemasket*, the central Indian village in the town, was the half way, or *middle place* between the seat of the Pilgrims in Plymouth, and the seat of the great Indian sachem, Massasoit, towards *Mont Havn*, near Bristol, Rhode Island, afterwards the seat of King Philip, his son. Hampden and Winslow, two of the Pilgrims, on their visit to Massasoit, in his illness, stopped over night, going and returning, at *Nemasket*. The Indians were very numerous at the several fishing places on the Nemasket river, which flows through the town, and the villages at these places were called *Nemasket*, a name which ought now to be given to the town.

A settlement of the sons of the Pilgrims was made in the town some years preceding Philip's war; their mill and houses were destroyed at that time; and a permanent settlement and town organization took place in 1680, at which time also a minister and a school-master came in with the settlers.

In 1660, a large portion of the present town was purchased by twenty-six men, of the Indian sachem *Wanipatuck*, and subsequently another large portion, of the sachem *Tispaquin*, and a number of families now own the

land laid off to their ancestors, under these purchases.

The shad and alewife fisheries had been the great source from which the Indians received their support, and for more than a century, was the great reliance of the English for their livelihood; but the manufacturing establishments on the river have caused a great diminution of the fish, and the chief reliance for support now is upon the cultivation of the earth. The population is sparse; but there are several handsome villages in different parts of the town. There are eight or ten religious societies, three of which are Orthodox Congregationalists, two Methodists, and the residue Baptists.

The inhabitants have been distinguished for their spirit of liberty, and they claim and exercise it. There are more than forty school districts and school-houses, in the town, and the meeting-house of the first parish is one of the best in the county.

The great ponds, for which this town has been distinguished, are Sowampset, Quitticasset, Porksha, and Pockaninna; also Long Pond. These ponds are the sources of the Nemasket, which flow into the Taunton or Cohannet. Some of the streams on which the manufactures are conducted, are these—Whetstone, Ravens, Bartlett, Fall Brook, Trout Brook, Stillwater, &c.

The manufactures of the town amount annually to between two and three hundred thousand dollars. There are two cotton mills in the town, a rolling mill, an air and cupola furnace, a nail factory, and manufactures of leather, shovels, spades, forks, ploughs, wrought nails, chairs, cabinet-ware, tacks, straw bonnets, and various other articles.

On the rocks in this town are the prints of naked hands and feet, supposed by some to be the work of the Indians; but it is more probable that these impressions were made by real hands and feet when the rocks were in a state of formation.

In the year 1665 here were three

Indian churches, one at Nemasket, one at Titicut, and one at Sowampset; but no regular church of the whites was formed until the year 1694, when Rev. Samuel Fuller was ordained. Mr. Fuller died, and Rev. Thomas Palmer was settled the same year. Mr. Palmer was succeeded by the Rev. Peter Thacher, in the year 1706.

Middleborough "Four Corners," a large and handsome village in this town, lies thirty-six miles south-south-east from Boston, fourteen west-south-west from Plymouth, ten east by south from Taunton, and twenty north from New Bedford. The railroad between Boston, Fall River and Wareham, passes through this village.

From the "Four Corners" to "Central Village," so called, is about two miles north-east; to "Eddyville" four miles north-east; to "Muttuck village" one mile north; to "Titicut," four miles north-west, and to "Sowampset village," near the Great pond, is four miles south-west. The New Bedford and Taunton railroad passes through the south part of the town, near the "Four Corners."

The first planters of Middleborough came mainly from Plymouth; they returned here after Philip's war, and Mr. Samuel Fuller preached to them until a church was formed among them, and he was ordained their pastor in 1694. He died, greatly lamented, in 1695, aged sixty-six.

MIDDLEFIELD.

HAMPSHIRE Co. Previous to 1783, this town was a part of Worthington and other towns. It is bounded on the north by Peru, north-east by Worthington, south-east by Chester, south by Becket, and west by Washington. The centre of the town lies three miles north from the Becket depot, on the western railroad, one hundred and thirty-five miles west from Boston, and sixteen from Pittsfield. From Northampton it lies twenty-five miles west.

The features of this town are bold and rough, but the soil is strong, and remarkably well adapted for grazing. In one year, there were sheared in the town nine thousand seven hundred and twenty-four fleeces of Saxony wool, which weighed twenty-six thousand seven hundred and forty-one pounds, and sold for seventeen thousand three hundred and eighty-two dollars.

The town is well watered by a number of the upper branches of the west branch of Westfield river, and manufacturing establishments are found planted along their banks. The value of woollen goods and leather produced in this town in 1836, was seventy-five thousand dollars.

The first minister in Middlefield was the Rev. Jonathan Nash, in 1792; the second, the Rev. Samuel Parker, in 1832; the third, the Rev. John H. Bisbee, in 1834.

MIDDLESEX COUNTY.

CONCORD, CAMBRIDGE, and LOWELL, are the shire towns. The surface of this county is uneven, and the soil various. It presents a great variety for the admiration of the patriot, scholar, farmer, mechanic, and the painter.

It is bounded north by New Hampshire; north-east by the county of Essex; south-east by Charles river, Boston harbor, and Norfolk county, and west by the county of Worcester. The principal rivers in this county, are the Merrimack, Charles, Mystic, Sudbury, Concord, and Nashua. The Middlesex Canal passes through its north-eastern section, and the Boston and Maine, the Fitchburg, and the Worcester railroads, traverse the county in various directions. Some idea of the value of its hydraulic power can be formed, by the value of its manufactures, which was, in 1837, between fifteen and sixteen millions of dollars. See *State Tables*.

COURTS IN MIDDLESEX COUNTY.

Supreme Court. LAW TERM. At Cambridge, on the third Tuesday next after the 4th Tuesday in September. *NISI PRIUS TERM.* At Lowell, on the second Tuesday in April.

Court of Common Pleas. At Concord, on the second Mondays in March and June. At Lowell, on the first Monday in September, and third Monday in October. At Cambridge, on the second Mondays in February and December.

Meetings of the County Commissioners. At Cambridge, on the first Tuesday of January, and at Concord, on the first Tuesdays of June and September.

Probate Courts. At Cambridge, on the second Tuesday of January, on the third Tuesdays of March, May, and November, on the first Tuesday of September, and on the second Tuesday of October. At Concord, on the second Tuesdays of February, April, August, and November. At Charlestown, on the third Tuesdays of February and August. At Framingham, on the last Tuesdays of June and October. At Groton, on the first Tuesdays of May and November. At Lowell, on the first Tuesdays of June and December. At Woburn, on the fourth Tuesday of April.

MIDDLETON.

ESSEX Co. This town was taken from Salem, Topsfield, Boxford, and Andover, in 1728. It was formerly called Will's Hill.

This is a small, but very pretty town. Its soil is not by nature of the first quality, but the industry of the people has made it quite productive. The surface is varied by hill and dale, and much scenery may be found to delight the admirers of nature in its rude and fanciful appearances.

Ipswich river passes along its southern and eastern borders, and receives the waters of three small tributaries. In this town is one of the largest and most valuable paper-mills in the country; and manufactures of shoes and various other articles.

There are some fine ponds in the town, and a neat village near its centre. From this village to Salem is eight miles south-east; to Boston, through South Reading, eighteen miles south. A church was gathered here in 1729, and the Rev. Andrew Peters settled as pastor. The second pastor, Rev. Elias Smith, was settled in 1759. He died in 1792, and was succeeded by Rev. Solomon Adams, in 1793. Rev. Ebenezer Hubbard, the next pastor, was settled in 1816.

MILFORD.

WORCESTER Co. Milford was once the east parish of Mendon. It was called *Wopomage* by the Indians, and Mill River by the whites. A church was formed here in 1741, and the Rev. Amariah Fros^t was settled in 1743.

The surface of the town is uneven, but in no part very hilly. The soil is generally of an excellent quality, and very productive of pork, fat beeves, and all the varieties of the dairy and orchard.

A branch of Charles river on the east side of the town, Mill river, a branch of the Blackstone on the west, with numerous brooks and ponds water the town in every part, and give it a great water-power. On these streams manufacturing establishments have sprung up, which promise both usefulness and profit.

The manufactures consist of cotton goods, leather, boots, shoes, chairs, cabinet and tin-wares, straw bonnets, varnish, clothing, shoe pegs, wagon irons, whips, &c. In 1844, there were two hundred and eighty-four thousand pairs of boots, and twenty-four thousand pairs of shoes made in this town.

The village in the centre of the

town is neat, and pleasantly situated near Cedar Swamp Pond, nine miles south from the Worcester railroad at Framingham; and, by the old roads, twenty-eight miles south-west from Boston, eighteen south-east from Worcester, and twenty-four north north-west from Providence.

This is the birthplace of the brave Alexander Scammell, a brigade major in 1775, a colonel at the taking of Burgoyne, and adjutant general of the army at Yorktown, where he received a fatal wound, September 30, 1781.

The FRATERNAL COMMUNITY, at Hopedale, in this town, own four hundred acres of land. Their village consists of ten dwelling-houses, nine of them built since 1842; a large mechanics' shop, with water-power, machinery for manufacturing doors, sashes, blinds, &c., a printing-office, with barns and out buildings in good order. Their school-house is now fitted up as a chapel, and is used also for the purposes of education.

This community consists of fifteen families, and seventy persons. This society have a constitution and regulations of their own, subject, however, to existing laws.

They take no active part in political affairs, and submit to the powers that be, without complaint. They have intendants of agriculture, manufactures, mechanics, &c. They are employed in agriculture, the mechanic arts, and various manufactures, and each is entitled to an equitable share of the profits arising from the various occupations. They support those of their members who are unable from any cause, except idleness, to support themselves; educate their own youth, and also pay their proportion of the public expenses.

This community is under the direction of the Rev. Adin Ballou.

MILLBURY.

WORCESTER Co. This is one of the most beautiful and flourishing towns in the county. It was formerly the north parish in Sutton. A church

was formed in this place, and the Rev. James Wellman was ordained, in 1747.

The Blackstone river, and the Blackstone canal pass through the town. The Blackstone river, and Singletary pond, which lies mostly in Sutton, furnish excellent water-privileges. This pond, between its outlet and its junction with the river, a distance of about a mile and a half, affords eight good mill-seats, besides those afforded by the river.

There are in the town, an armory for the manufacture of pistols, six cotton mills, five woollen mills, two paper mills, two machine shops, one foundry, one scythe establishment, one carriage establishment, one sash and blind factory, and one black lead mill. The boot and shoe business is also carried on here very extensively. The making of carpenters' and shoemakers' tools, of hoes, forks, try-squares, levels, trowels, tin-ware, hats, and leather. The annual value of the manufactures of this town in 1836, was more than half a million of dollars; since that time, they have probably doubled.

The soil of the town is fertile, well cultivated, and yields an abundance of all the varieties of agricultural products common to this fruitful region.

The surface of Millbury is delightfully varied by hills and valleys, decorated by lovely ponds, and spread out with neat and prosperous villages. The Worcester railroad has a branch to the centre of the town, six miles south south-east from Worcester, and forty-two west south-west from Boston. The railroad between Worcester and Providence will pass through this town.

Millbury is so pleasant, so easy of access, and affords such excellent accommodations for visitors, that it has become a favorite resort for citizens and strangers.

MILTON.

NORFOLK Co. Milton was a part of Dorchester until 1662. The Indians called the place *Unquety* or *Uncataquisset*. This interesting and pleasant

town lies seven miles south from Boston, and six east from Dedham.

Neponset river washes its northern border, and affords the town numerous valuable mill sites. The manufactures consist of paper, leather, hats, chairs, cabinet-ware, playing cards, granite, &c. Milton possesses fine granite, of the quality of the Quincy, and many men are constantly preparing it for market.

The soil of the town is strong and fertile; and the surface presents many finely cultivated farms, and large tracts of wood and meadow lands.

Milton contains many elegant country seats, and much delightful scenery. The views from "Milton Hill," near the head of the Neponset, and "Blue Hill," a celebrated landmark for sailors, six hundred and thirty-five feet above the sea, in this town and Canton, twelve miles from Boston, are among the most admired in our country.

The village called the "Mills," comprising a part of Dorchester, at the head of navigation on the Neponset, is a wild, romantic place, and ever since the first settlement of the country, has been the seat of considerable trade and manufacture.

The village at the railroad, near the granite quarry, in Quincy, about a mile south-east of the "Mills," is very pleasant and flourishing. By a new and beautiful bridge, called the "Granite bridge," across the Neponset, the distance to the city is reduced to six miles.

An academy was established in Milton in 1798, by contributions from the town, and a grant of land in Maine, by the state. The institution was opened in 1807, and continued to be very useful as a classical school for ten years, under the direction of the Rev. Warren Pierce. For the last twenty years, its success has been various, under the management of several instructors.

Many distinguished men have made Milton their residence; among others, the celebrated historian of Massachusetts, THOMAS HUTCHINSON, British

governor of that state at the time of the destruction of the tea in Boston, by the Sons of Liberty, December 14, 1773. He died in England, in 1760, aged sixty-nine.

JONATHAN BELCHER, British governor of Massachusetts and New Hampshire, from 1730 to 1741. He was afterwards governor of New Jersey, and was a great benefactor to Princeton College, in that state. He died in England, in 1757, aged seventy-six.

HON. BENJAMIN PRATT, a graduate of Harvard College, and chief justice of New York. Prior to his leaving Massachusetts, he made a collection for a history of New England, and became somewhat celebrated as a poet. He died in 1763, aged fifty-three.

HON. EDWARD H. ROBBINS, formerly speaker of the house of representatives of Massachusetts, lieutenant-governor of that state, and judge of probate for the county of Norfolk at the time of his death, was a native of Milton. He was a man of great integrity, and performed his public trusts to general approbation. He died in November, 1829, aged seventy-one.

The first paper-mill in New England was erected in this town. We copy an account of it from that valuable little journal, the *Daily Evening Transcript*:—

"An act to encourage the manufacture of paper in New England was passed by the general court of Massachusetts, on the 13th September, 1728, and a patent was granted to Daniel Henchman, Gilman Phillips, Benjamin Faneuil, Thomas Hancock, and Henry Dering, for the sole manufacture of paper for ten years, on the following conditions: In the first fifteen months to make one hundred and forty reams of brown paper, and sixty reams of printing paper. The second year to make fifty reams of writing paper, in addition to the first-mentioned quantity. The third year and afterwards yearly, to make twenty-five reams of a superior quality of

writing paper, in addition to the former mentioned, that the total annual produce of the various qualities not to be less than five hundred reams a year. The afore-mentioned proprietors erected a small paper-mill in Milton, on a site adjoining the Neponset river, near the lower bridge. What number of years the original proprietors carried it on, is not now known; their master-workman's name was Henry Woodman, an Englishman; he married in Milton, and left children, two daughters, Abigail and Rebekah. The paper-mill, having been stopped for some time, was eventually sold to Mr. Jeremiah Smith, who, for want of workmen, was prevented making any use of it. In 1760, the business was again revived by James Boies, of Boston, who procured a paper-maker from a British regiment, then stationed in Boston, by the name of Hazelton, who obtained a furlough long enough to set the mill to work, there being an American paper-maker, Abijah Smith, then living in Milton, a decent workman, who assisted him, and who continued at the business until an advanced age. On the regiment to which Hazelton belonged being ordered to Quebec, the commander-in-chief would not permit him to remain behind, and he went with the army to Canada, and received a wound on the plains of Abraham, when Wolfe fell, and died a few weeks after. After a short time, Richard Clarke, an Englishman, arrived from New York, and again set the mill to work. He was an excellent workman, and made his own moulds. After a few years he was joined by his son, a young man of nineteen or twenty years, who was also considered a first-rate workman. Such is the origin of the first paper-mill built in New England, and probably the first erected this side of Philadelphia, if not the first in America; and such was the commencement of that now invaluable and extensive branch of New England productive industry, on which so many thousands depend for support."

MONROE.

FRANKLIN Co. Monroe was formerly a part of Rowe, and an unincorporated track called "the Gore." It is bounded north by Readsborough, Vermont, east by Rowe and Deerfield river, south by Florida, and west by Clarksburgh.

There is some land in the town fit for the plough, but being very mountainous, the greater part is adapted only to grazing. In 1837, there were one thousand one hundred sheep in the town, whose average fleeces weighed three and a quarter pounds.

Monroe was named in honor of James Monroe, late president of the United States; and lies twenty-five miles west north-west from Greenfield, and one hundred and fifteen miles west by north from Boston.

MONSON.

HAMPDEN Co. Before its incorporation in 1760, Monson was a part of the town of Brimfield. A church was formed here about the year 1762, and the Hon. Simeon Strong, afterwards a judge of the Supreme Court, was the first officiating clergyman.

Monson lies seventeen miles east of Springfield, eighty miles west south-west of Boston, and four miles south of the railroad depot at Palmer.

The surface of the town is agreeably diversified by hill and dale, with much good soil and many excellent farms. The position of its central village, in a vale running north and south, and bounded on either hand by sloping hills, is beautiful and romantic, the prospect on some points being very rich and variegated. It contains one large Congregational church, a beautiful vestry, and a spacious academy building. This is an incorporated institution, and possessed of considerable funds, and has been in successful operation many years. There is also in the town a Baptist meeting-house and a Methodist chapel.

On a stream, a branch of the Chickopee, running north through the centre, are two cotton, and three satinet

mills, in constant operation. Nearly a mile from the centre of the village, and two and a half miles from the western railroad, is an inexhaustible quarry of granite, of a beautiful quality, and much used for architectural purposes. Good samples of this may be seen in dwelling-houses and stores in Springfield, Westfield, and other places. Blocks of this granite may be obtained seventy feet in length, and of any desired width. On dressing this stone, it presents a variety of colors, and appears as handsome as clouded marble.

There are in the town many mechanic shops of different kinds, and the manufacturing of Florence bonnets is carried on to a considerable extent, and much attention is paid to the manufacturing of palm-leaf hats; also one spectacle shop, which manufactures from four to five thousand dollars worth of silver spectacles annually.

MONTAGUE.

FRANKLIN Co. This town, previous to 1753, was the north parish in Sunderland, and was called Hunting Hills, from a range of highlands in the easterly part of the town, bearing among others, the names of Harvey, Chestnut, Bald, Pine, and Quarry hills. The town contains some fine plains, and large tracts of good meadow on Connecticut river, on the east side of which the town is situated. It is bounded on the north partly by a bend of the Connecticut, and partly by Miller's river; east by Wendall, and south by Leverett and Sunderland.

Montague lies opposite to Deerfield and Greenfield, and united to them by a bridge.

Turner's Falls, at the northerly part of the town, are more interesting than any in the state, and probably as much so as any in New England. The canal for passing these falls, three miles in length, and seventy-five feet lockage, with an immense dam across the river, greatly facilitates the navigation on Connecticut river. This place has a great water-

power, and promises peculiar advantages to the manufacturing interest. The scenery around this place is romantic and beautiful, and to the lovers of antiquarian lore, full of interesting associations.

The village in the centre of the town lies eighty-three miles west by north from Boston, and seven south-east from Greenfield. When a track is made for the "Iron Horse," it will be but a short day's ride from Boston to this admirable site for manufacturing operations.

MONTGOMERY.

HAMPDEN Co. This is a mountainous township, bounded on the north by Norwich, east by Southampton and Westfield, south by Westfield and Russell, and west by Blandford.

The town is well watered by Westfield river and Moose Meadow brook, and produces rich pastures for sheep and cattle.

A church was organized here in 1797, and the first pastor, the Rev. Seth Noble, was settled in 1801.

Montgomery lies, by the western railroad, which passes the south-west border of the town, eighteen miles north-west from Springfield, and one hundred and sixteen miles west by south from Boston. The depot is in Russell.

MOUNT WASHINGTON.

BERKSHIRE Co. The territory of this town was formerly claimed as a part of Livingston Manor, New York, and was called *Taucannuck* mountain. It was first settled about the year 1751, and when this highest town in the Commonwealth became a town, in 1776, the legislature wisely gave it the most elevated name on the scroll of his country. Mount Washington is bounded north by Egremont, east by Sheffield, south by Salisbury, Connecticut, and west by Boston Corner, and by Ancram and Copake, in the state of New York.

This is truly a mountainous town, for its whole territory consists of a

vast pile of mountains, belonging to the Taconic range, which skirts Massachusetts on its western border. There are valleys in the town, but they are two thousand feet above the Housatonic, which lies about five miles east from the *centre valley*, or *business part of the town*.

"A lowly vale, and yet uplifted high
Among the mountains; even as if the spot
Had been from oldest time, by wish of theirs,
So placed to be shut out from all the world."

On the sides of this mountain valley are mountains rising some five hundred and some a thousand feet in height, from which descend some of the most beautiful cascades in nature, winding their aerial courses to the bottom of some distant lake or river. The mountain on the east, and nearest to the Housatonic, is the highest and most interesting; it is *the Mount Washington* of the group. We copy Dr. Hitchcock's description of the view from this summit, from his valuable "Geology of Massachusetts."

"Its central part is a somewhat conical, almost naked eminence, except that numerous yellow pines, two or three feet high, and whortleberry bushes, have fixed themselves wherever the crevices of the rock afford sufficient soil. Thence the view from the summit is entirely unobstructed. And what a view!—

"In depth, in height, in circuit, how serene
The spectacle, how pure!—Of nature's works
In earth and air,—
A revelation infinite it seems."

"You feel yourself to be standing above everything around you; and possess the proud consciousness of literally looking down upon all terrestrial scenes. Before you on the east, the valley through which the Housatonic meanders, stretches far northward in Massachusetts, and southward into Connecticut; sprinkled over with copse and glebe, with small sheets of water and beautiful villages. To the south-east especially, a large sheet of water appears, I believe in Canaan, of surpassing beauty. In the south-west the gigantic Alender,

Riga, and other mountains more remote, seem to bear the blue heavens on their heads in calm majesty; while stretching across the far distant west, the Catskills hang like the curtains of the sky. O what a glorious display of mountains all around you! O how does one in such a spot turn round and round, and drink in new glories, and feel his heart swelling more and more with emotions of sublimity, until the tired optic nerve shrinks from its office.

"Ah, that such beauty, varying in the light
Of living nature, cannot be portrayed
By words, nor by the pencil's silent skill,
But is the property of him alone
Who hath beheld it, noted it with care,
And in his mind recorded it with love."

"This certainly is the grandest prospect in Massachusetts; though others are more beautiful. And the first hour that one spends in such a spot, is among the richest treasures that memory lays up in her storehouse."

To distinguish this mountain from the town, it is called "Bald Peak." Dr. Hitchcock, in his work, has given it the name of *Mount Everett*.

The best way of getting to Mount Washington from any part of Massachusetts, is through Egremont, which lies twenty-five miles south by west from Pittsfield. From Egremont you pass along a vast uncultivated slope, to the height of nearly two thousand feet, when you reach the broad valley where the few inhabitants reside, a distance of about seven miles.

From Hudson, New York, the distance to this enchanting spot is about twenty miles. We pass the beautiful lake in Copake, and up through the romantic gorge, on the west side of the mountain.

It is truly surprising that while thousands are every year thronging to visit the White Mountains in New Hampshire, and the Catskills in New York, our own Mount Washington, possessing scenery which would repay a lover of nature for a voyage across the Atlantic, should be so little heeded.

NANTUCKET, TOWN AND COUNTY.

This island, town and county, formerly belonged to Dukes county, and was bought of Thomas Mayhew, July 2, 1659, by Thomas Macy, for thirty pounds, in merchantable pay, and two beaver hats. The Indians who dwelt on the island, sold their title to the white inhabitants from one time to another. It was named Sherburne by Governor Lovelace, in 1673, and so called to June 8, 1795. It was first settled in 1659. Its Indian name was *Nautican*.

Nantucket lies east from Dukes county, and about thirty miles south of Cape Cod, or Barnstable county. This island is about fifteen miles in length from east to west, and about four miles average breadth. It contains fifty square miles.

The town is in about the centre of the island, on the north side, in latitude $41^{\circ} 16' 36''$; west longitude, $70^{\circ} 6' 06''$. It is one hundred and ten miles south-east by south from Boston, by railroad and steamboat, fifty-five south-east from New Bedford, thirty south-east from Falmouth, and four hundred and eighty-nine from Washington.

Nantucket has a good harbor, with seven and a half feet of water at low tide, on the bar at its mouth. This island was formerly well wooded, but for many years it has not had a single tree of native growth. The soil is light and sandy; it however affords pasturage for about seven thousand sheep, five hundred cows, and other cattle. In 1659, when this island was first settled by the whites, it contained three thousand Indians, but now, not one.

The whale fishery commenced here in 1690; and this place is, perhaps, more celebrated than any other, for the enterprise and success of its people, in that species of nautical adventure. Indeed, Nantucket is the mother of that great branch of wealth in America, if not in the world. In the year ending April 1, 1844, Nantucket employed seventy-eight vessels in that fishery, the tonnage of which was twenty-six thousand six hundred and eighty-four tons; one million eighty-six thousand four hundred and eighty-eight gallons of sperm and whale oil were imported, the value of which was eight hundred and forty-six thousand dollars. The number of hands employed was about two thousand. The capital invested was two million seven hundred and thirty thousand dollars; this includes the ships and outfits only; yet many of the manufactories of the place are appendages of the whale fishery; altogether employing a capital of five millions of dollars.

There are manufactures on the island, of vessels, whale boats, bar iron, tin-ware, boots, shoes, oil casks, and candle boxes. The whole amount of the manufactures of oil and candles, in 1844, was one million three hundred and seventy-five thousand seven hundred and forty-five dollars. Total tonnage of the district of Nantucket in 1844, thirty thousand six hundred and ninety-seven tons.

There are two daily penny papers published in the town, and one weekly newspaper. The public buildings consist of a court-house, alms-house, three banking houses, two hotels, an insurance office, a very convenient post-office, an extensive reading-room, nine houses of worship, (including two for the society of Friends, one Congregational, one Unitarian, two Methodists, one Episcopalian, and one Baptist;) a handsome structure occupied by the "Athenaeum," containing a lecture-room, museum, library, &c; six commodious edifices, for twelve or fourteen of the various town schools, (which embrace an aggregate of some fifteen hundred scholars,) among them the high school, with upwards of one hundred pupils.

Great attention is paid to education on this island. The men are noted for their sedateness and daring spirit, and the ladies for their intelligence and beauty.

On the night of the 13th of July, 1846, a fire broke out in the most compact part of the town, and in a few hours it destroyed not less than three hundred and fifty buildings; among which were two banking houses, a church, the Athenæum, seven oil and candle factories, &c., &c. The loss was estimated at \$900,000; about one third of which was insured by offices in other places.

The village of *Siasconset* is situated at the south-east extremity of the island, and contains about seventy houses. The cod-fishery was carried on there a few years since, but of late it has been nearly relinquished. The houses, with few exceptions, are occupied only in the warm season. The village is compactly built on a level grass plat, near the edge of a steep cliff; the land rises in the rear so as to cut off a view of the town of Nantucket. This place presents uncommon attractions in the warm season, for invalids. It has a fine bracing air, and excellent water. In front of the village "the eye rests on a broad expanse of the Atlantic, and below, the surf, rolling and breaking, gives animation to the scenes by day, and lulls to repose by night." It lies about seven miles from the town. See *State Tables*.

COURTS IN NANTUCKET COUNTY

Supreme Court. LAW TERM. At Boston, on the first Tuesday of March.
NISI PRIUS. At Nantucket, on the first Tuesday of July.

Common Pleas. At Nantucket, on the first Mondays of June and October.

Meetings of the County Commissioners. At Nantucket, on the third Monday of April, and second Monday of October.

Probate Courts. At Nantucket, on the first Saturday of every month.

NATICK.

MIDDLESEX Co. This township was originally granted by the general court to the Indians, as a place for a permanent residence. It was incorporated into an English district in 1761, and into a town in 1781, by the name of *Natick*, a word in the Indian language, signifying "*the place of hills*." It is watered by Charles river, and contains numerous fishponds. There are two villages, which are upwards of a mile apart.

The first Indian church in New England was formed here, in 1660. The Indians were first brought together by Mr. Eliot, at Nonantum, (in Newton,) but not finding sufficient accommodation, they removed to Natick in 1651. Here they built a town on the banks of Charles river, "which consisted of three long streets; two on the Boston side of the river, and one on the other. To each house was attached a piece of ground. Most of the houses were built after the In-

dian fashion. One large house was erected in the English style, the lower apartment of which was employed as a school-room in the week, and as a place of worship on the Lord's day. There was likewise a large handsome fort, of a circular figure, palisaded with trees; and a foot bridge over the river, the foundation of which was secured with stone; with several little houses after the English fashion. According to the advice of Mr. Eliot, they adopted the form of government proposed by Jethro to Moses. About one hundred of them met together, and chose one ruler of a hundred, two rulers of fifties, and ten rulers of tens. After their church was formed, they flourished under a succession of pious teachers, natives and English, until, by repeated wasting sickness and other causes so fatal to the race, they have now become nearly if not quite extinct.

Mr. Eliot translated the whole Bible into the Natick (or Nipmuc) dialect. This Bible was printed at Cambridge,

in 1663, and is the first Bible printed in America. A second edition was printed in 1685, in the correction of which Mr. Eliot received great assistance from Mr. John Cotton. The following is the title-page:—"Mamusse Wunneetupanatamwe Ur Bidlum God, Naneeswe NUKKONE TESTAMENT Kah Wonk WUSKU TESTAMENT."

"It is related that while Mr. Eliot was engaged in translating the Bible into the Indian language, he came to the following passage in Judges v. 28. 'The mother of Sisera looked out at the window, and cried through the lattice,' &c. Not knowing an Indian word to signify lattice, he applied to several of the natives, and endeavored to describe to them what a lattice resembled. He described it as a framework, netting, wicker, or whatever occurred to him as illustrative; when they gave him a long, barbarous, and unpronounceable word, as are most of the words in their language. Some years after, when he had learned their dialect more correctly, he is said to have laughed outright upon finding that the Indians had given him the true term for *celpot*. 'The mother of Sisera looked out at the window, and cried through the *celpot*.'"

The manufactures of the town consist principally of shoes. As early as 1836, the value of shoes made here was two hundred and fifteen thousand dollars, since which time the business has much increased. The largest part of Long Pond lies in this town.

Natick lies thirteen miles south from Concord, and by the Worcester railroad seventeen miles west south-west from Boston.

NEEDHAM.

NORFOLK Co. This town was a part of Dedham until 1711. It is something of the nature of a peninsula, being surrounded for more than two thirds of its limits by Charles river. There are large bodies of meadow on the banks of this river; Broad meadow, lying partly in this town and the towns of Dedham and Newton, is said to be one of the largest in the state.

The town is uncommonly well watered, and is diversified with hills and plains. In the course of the river which separates this town from Newton, there are two falls, called the upper and lower falls, which afford valuable water privileges. At the upper falls is the largest cataract in the whole of Charles river, from its source to its mouth. The water here falls twenty feet upon a bed of rocks.

The principal settlements in the town are in the vicinity of the upper and lower falls. There is a manufacturing village at both of these falls, lying partly in this town and partly in Newton.

In these villages are large manufactures of paper, cotton goods, hats, window-blind hinges, boots, shoes, &c.

The soil of the town is good, and well farmed; and the encircling river presents much beautiful scenery.

Needham lies five miles north-west from Dedham, and, by the Worcester railroad, thirteen miles south-west from Boston.

NEW ASHFORD.

BERKSHIRE Co. New Ashford lies thirteen miles north from Pittsfield, and, by the western railroad from Pittsfield, one hundred and sixty-four miles west from Boston.

This township is situated principally on the steep and rugged hills which make from Saddle mountain on the east, and the Taconic range on the west, and which here approach each other. In the narrow valley between these hills, along the rise of the western branch of the Housatonic, and the eastern branch of Green river, are some small tracks of more feasible land, producing grain, grass, &c., though the soil in general is hard and gravelly, and of an indifferent quality. By these streams, with the connected springs and brooks, the town is well watered. The branch of Green river, on which are several mill-sites, runs northward into Williamstown, receives the branch from Hancock, and finds its way into the Hoosic. The rise of this stream is near the rise of

the western branch of the Housatonic, which takes an opposite direction, and flows into Lanesborough.

The people of this town pay considerable attention to rearing sheep; and much beautifully variegated marble is found here, manufactured, and sent to market.

NEW BEDFORD.

BRISTOL Co. This town is pleasantly and eligibly situated on the west side of a small estuary, called the Accushnut river, which makes up in a northerly direction into the land, near the western extremity of Buzzard's Bay. It is a half-shire town of the county. It was formerly a part of the old town of Dartmouth, which once included the towns of Westport, Dartmouth, New Bedford, and Fairhaven. New Bedford was incorporated in the year 1787. In the year 1812, that portion of the town situated on the east side of the river, was set off as a separate township, retaining the name of Fairhaven, by which it had always been distinguished from the opposite settlement of Bedford.

New Bedford is situated in north latitude $41^{\circ} 37' 43''$; and west longitude $70^{\circ} 59'$. It lies, by the different lines of railroads, fifty-five miles south by east from Boston; forty-nine south-east from Providence; and two hundred and twenty-eight north-east by east from New York; and by the post-roads, four hundred and thirty-four miles from Washington. From New Bedford to Fall river is fourteen miles, and to Nantucket, by steamboat, fifty-five miles.

The township of New Bedford is ten and a half miles in length, and its average width is about a mile and a half.

The situation of New Bedford is very beautiful. It is built upon ground which rises rapidly from the river, and the view from the opposite town of Fairhaven, and from the harbor as you approach it from the south, is not excelled by that of any town in the country. It is laid out with much regularity, the streets crossing at right

angles. Most of the sidewalks are flagged, and several of the streets are paved.

The buildings are mostly of wood, although several of the finest houses and stores are of more durable materials. Few strangers who visit New Bedford, fail to be struck with the exceeding neatness and beauty of the dwellings in the upper part of the town. Much of this attractiveness is owing to the circumstance that they are nearly all surrounded by extensive and well cultivated gardens, and that the streets on which they are built are bordered with a great variety of ornamental trees.

County street, which runs the whole extent of the thickly settled part of the town, upon the summit of the rising ground, on which it is built, is allowed to be without a rival in this country for its various and attractive beauties.

The whale fishery, and the manufacture of the product of that fishery, are the principal branches of business in which the inhabitants are engaged.

As early as the year 1764, we find the settlers in the village of Bedford, sending out their small vessels, after the greasy monsters, some of which reached as far south as the Falkland Islands. Suspended by the war of the revolution, the business was vigorously and successfully renewed at its close, and excepting the interruption caused by the second war with England, it has been constantly pursued, and continually increasing.

The whole number of vessels now belonging to the town, engaged in the fishery, is two hundred and thirty-nine, all ships but five, measuring seventy-six thousand seven hundred and eighty-four tons, and having on board upwards of six thousand seamen. During the year 1843, one hundred and one thousand nine hundred and eighty-eight barrels, or three million two hundred and twelve thousand six hundred and twenty-two gallons of oil were brought into that port by the ships belonging to the town, sixty-one thousand and sixty-six barrels of which was sperm, (*cachelot*), and forty thousand nine hundred and

twenty-two barrels of right whale, (*Balaena Australis*.) The value of the imports of oil and whalebone for the year 1843, was about two million three hundred and thirty thousand dollars. For the year 1844, the imports were one hundred and fifty-seven thousand five hundred and one barrels, or four millions nine hundred and sixty-one thousand two hundred and eighty-one gallons—sperm, fifty-four thousand five hundred and nine barrels; right whale, one hundred and two thousand nine hundred and ninety-two barrels, and nine hundred and seventy-eight thousand five hundred and ninety-two pounds of whalebone, valued at three million one hundred and four thousand six hundred and ninety-five dollars. Eighty ships were fitted out during the year.

In the district which includes the ports of New Bedford, Fairhaven, Dartmouth, Westport, Mattapoisett, Sippican, and Wareham, there are one hundred and nine thousand six hundred and fifty-four tons of shipping—registered, one hundred and one thousand one hundred and fifty-four tons; enrolled, eight thousand five hundred, of which ninety-seven thousand four hundred and ninety-four tons are engaged in the whaling business. In the coasting trade, there are four brigs, fifty-seven schooners, forty-three sloops, and one steamboat.

The manufacture of the products of the fishery forms an important part of the business of the town. Much of the sperm oil imported, is prepared for use by the different processes by which *Spring*, *Summer*, *Fall*, and *Winter* oil, as the different kinds are called, are produced, before it finds its way to the various markets of the country; and from the spermaceti, an article exclusively the product of the sperm whale, is manufactured the spermaceti candle, so universally admired for its beauty, and esteemed for its pleasant light. There are nineteen oil and candle manufactories now in operation in the town.

A large proportion of the right whale oil is exported to the north of Europe. The manufacture of this

kind of oil is carried on to some extent in the town, and more extensively in other parts of the country, the high price of sperm oil causing it to be much used in lamps as a substitute for the dearer and purer article.

By the new British tariff, the duty on sperm oil is much reduced, and since it has been in operation, considerable quantities of that article have been sent to England.

As a necessary appendage to the fisheries, the coopering business is extensively carried on.

Ship building and ship repairing are occupations which employ many of the mechanics of the town. No better ships float the ocean than some of those which have been launched from the ship-yards of New Bedford.

The New Bedford Railway and Wharf Company have a capital of fifty thousand dollars, and on a small island owned by the company, they have, besides wharves, ware-houses, dwelling-houses, and mechanics' shops, a marine railway, which affords great facilities for cleaning and repairing the smaller class of vessels.

There is an extensive steam cordage factory, the machinery of which is moved by two engines of twenty horse power each, in successful operation, employing seventy-five persons, thirty-two of whom are females, and turning out annually four hundred tons of cordage. There is also in operation a manufactory of Prussian blue.

An immense building has lately been erected for manufacturing and mechanical purposes. The power is steam. Apparatus for grinding grain, working iron, and planing and sawing, is now in operation, and other machinery is soon to be added.

Another planing mill, a large blacksmith shop, a block manufactory, a foundery, a copper-smith establishment, a frame factory, and one or two other mechanics' establishments have steam engines connected with them.

The valuation of the property of the town for the year 1844, was fourteen millions seven hundred and sixty-

seven thousand dollars. The amount appropriated for the various municipal purposes, at the last annual town meeting, was fifty-four thousand nine hundred and sixty-two dollars, it being with the county tax, four dollars on the thousand.

The churches are numerous. The Unitarians, Baptists, Universalists, Friends, Episcopalians, and Roman Catholics, have each one; the Methodists, four; the Orthodox Congregationalists, three; the Christians, four. The Bethel Church, owned by the New Bedford Port Society, is devoted to the seamen. Connected with it are a reading-room and registry office.

Several of the churches are handsome and substantial structures. The Friends' meeting-house is of brick, the Unitarian and one of the Orthodox Congregational are of stone. The church of the Unitarian society has been pronounced by competent judges one of the finest in the country.

Few towns have been more liberal in providing the means of education. There are now owned by the town twelve public school-houses, in which, and in other buildings hired for the purpose, are supported twenty-five schools, requiring the services of between forty and fifty teachers. The appropriation for the public schools in 1845, was rising twenty-eight thousand dollars, twelve thousand of which are for the erection of a brick building, for the accommodation of the high school.

There is an incorporated institution called the "Friends' Academy," now exclusively devoted to the education of females. The academy building is a handsome structure, pleasantly situated on County street, and environed by beautiful grounds. It contains a library, principally the donation of Samuel Elam, formerly of Newport, to whom the institution is otherwise indebted, and a philosophical apparatus. There are several other private schools.

Among the public buildings may be mentioned the Town Hall, Custom House, and Court House.

The town hall is a magnificent

structure of granite, one hundred feet long, and sixty-one feet wide, three stories in height. The lower story is occupied as a public market, the second is occupied as a hall for public meetings, and in the third are rooms for the accommodation of the officers of the town. Connected with the office of the town-clerk is a large fire-proof apartment, in which the records and papers of the town are deposited. In the hall is suspended a portrait of Washington, an admirable copy of Stuart's celebrated picture, painted by William A. Wall, a native artist. The edifice, which, with the land beneath and around it, cost the town the sum of sixty thousand dollars, has been called by many the handsomest building in New England, devoted to civil purposes.

The custom house is also a structure of granite. It is tasteful in its design, and makes a fine appearance. The post-office is kept in this building.

The court house is a plain, neat structure of brick. Near it are the county jail and house of correction.

The poor are supported upon a farm owned by the town, situated about two miles south of the village. The farm and buildings are valued at ten thousand dollars.

The fire department is large, well organized, and effective. There are connected with it ten engines, and a suitable number of hooks and ladders, beside which, there is always prepared for use apparatus for blowing up buildings, should a fire get beyond the control of the engines. Water is supplied from twenty public reservoirs. There are five hundred men belonging to the department. The firemen receive ten dollars per annum for their services.

There is a public place of interment, called the Oak Grove Cemetery, situated at a convenient distance west of the village. It covers eight acres of ground. A part of the cemetery is laid out into lots, the exclusive occupancy of which may be obtained from the authorities for a small consideration, and the remainder devoted to indiscriminate burial. It is a beauti-

ful spot. Nature has here been lavish of her beauties, and good taste marks the arrangements which have been made by the officers of the town, to adapt the ground to its sacred purpose. The New Bedford Rural Cemetery, a private place of interment, is laid out with much taste, and its appearance is creditable to its proprietors and the town.

The Social Library, owned by an incorporated association, contains about four thousand volumes of books. The number is annually increasing.

Six newspapers are published in the town, two daily, one semi-weekly, and three weekly. The oldest of these is the New Bedford Mercury, established as a weekly paper in the year 1807, and now conducted by the son of the first publisher.

By the census of 1840, the town contained twelve thousand and eighty-seven inhabitants. This enumeration included but very few of the seamen then absent in the whaling fleet. The population in 1845 was about fifteen thousand, one thousand of whom were colored; and there is every indication that it is fast increasing. The number of buildings now in process of erection, is about one hundred, most of them small, but neat and convenient dwelling-houses. It is a circumstance worthy of notice, that nearly all the buildings which have been put up the last two years have been of this character. Few places can be found where so large a proportion of the mechanics and laborers are owners of the houses in which they reside.

NEW BRAINTREE.

WORCESTER Co. Six thousand acres of this township were granted to people in ancient Braintree, for services rendered to the public in 1670; the residue of the township was taken from Brookfield and Hardwick. It was called "Braintree Farms," until its incorporation in 1751.

The surface of the town is uneven, with moderate hills and valleys; the soil is generally good, but better adapted to grazing than tillage. The

town is celebrated for good farmers, and the abundance of excellent beef, butter, and cheese produced. The township is finely watered by brooks, rivulets, and springs. Ware river passes its western border. In the west part of the town is *Wenimesset* brook, formed entirely by springs from the adjacent hills, which, running north, empties into Ware river. On this brook is an extensive and luxuriant meadow of several hundreds of acres, called *Wenimesset*, the name given to it by the Indians, when a hideous swamp. This was the head-quarters and chief place of rendezvous of the savages, at the time when Brookfield was destroyed.

There are some manufactures in the town, of cotton goods, leather, palm-leaf hats, &c. It lies eighteen miles west north-west from Worcester, and sixty-two miles west from Boston.

NEWBURY.

Essex Co. This ancient and respectable town, the mother of Newburyport and West Newbury, although reduced in territory, still retains its former reputation and beauty. It was first settled in 1633, and was called by the Indians *Quassacumcom*.

Newbury is bounded on the north by Newburyport and Merrimack river, on the east by the ocean, south by Rowley, and west by West Newbury. This town is well watered by Parker river and the Merrimack.

The soil of this town is not naturally of great fertility, but is of that kind which well rewards the industrious cultivator. There is no section of the state where agricultural enterprise is more exerted, or where it is more highly honored by tokens of approbation bestowed by the agricultural society. There are farms in this town, in such a state of improvement as would add new charms to the banks of the Connecticut or Genesee. The value of hay, grain, and vegetables, the product of five acres and a quarter, on a farm cultivated by Mr. Joshua Tappan, in this town, in 1842, was four hundred and six dollars.

There are a number of smiling villages in the town, but those parts more immediately connected with Newburyport are the most populous. That portion of the town which lies on the south-east side of Newburyport, and which comprises a part of High street, so celebrated for its beauty, is the most compact and business part of the town. Here considerable navigation is owned, and here the fisheries and ship-building are successfully pursued.

The village of Byfield, partly in Rowley, lies at the south-west part of the town, seven miles south south-west from Newburyport, while Bellville constitutes the north-western boundary of that town.

Few towns in the country furnish more pleasant scenery, or finer roads than Newbury. The road from Newbury to Ipswich is delightful. It is ornamented with beautiful trees, and, running most of the distance on the summit of gentle rising ground, it offers on one side a view of an extensive and well cultivated amphitheatre, and on the other, a complete view of the harbor, its shipping, Plum Island, the isles of Shoals, Ipswich harbor, and Cape Ann.

There is a curious cave in Newbury, called the "Devil's Den," which contains specimens of asbestos, limestone, marble, serpentine, and amianthus. In a pond, in the town, is a floating island, of about half an acre in extent. On the island are a number of trees, but it is mostly covered with bushes. Its annual rise and fall is from four to eight feet.

Dummer Academy, founded in 1756, is a flourishing institution; it is situated in the parish of "Byfield."

The manufactures of Newbury consist of cotton goods, leather, boots, shoes, carriages, cordage, fishing-nets, bed-cords, and cotton lines; annual value about seventy-five thousand dollars. A large number of vessels are built in the town, and some navigation is owned, and employed in the coasting trade and fishery.

This town is celebrated as the birth-

place of many distinguished men. THEOPHILUS PARSONS, LL. D., an eminent jurist, was born in Newbury, February 24, 1750. He died in Boston, October 6, 1813.

By the eastern railroad, which passes through the town, Newbury lies three miles south from Newburyport, and thirty-one miles north by east from Boston.

NEWBURYPORT.

Essex Co. A seaport, port of entry, and one of the shire towns of the county, admitted to be one of the most beautiful in New England. It lies upon a gentle acclivity, on the south bank of the Merrimack, near its junction with the ocean. Its population occupies an area of about two miles in length, by about one quarter of a mile in breadth. At the two extremities of this area, upon the river, and closely connected with the town, are two populous villages, which lie within the limits of the surrounding town of Newbury. The territory of Newburyport is smaller than any other within the Commonwealth. It contains an area of only one square mile, and was taken from Newbury, in 1764.

Its population in 1843, was seven thousand three hundred, and in 1845, at least eight thousand.

This town was early noted for its commerce and ship-building. Located at the mouth of a river, famous for its excellent ship-timber, it was at an early day the principal seat of this branch of industry. The vessels built here attained a reputation throughout the colonies, and in the mother country, highly creditable to the skill and enterprise of its inhabitants. It is within the memory of persons now living, that ninety vessels have been in progress of construction in this place at one time.

The settlement and growth of other places, favorably situated for ship-building, tended to diminish this branch of its industry. The extensive establishments for ship-building in the vicinity of Boston, deriving their

materials through the Middlesex canal, from the forests of the Merrimack contributed to the same result.

The business declined for twenty-five years, but it is now greatly revived. Some of the finest packets and swift-sailing merchantmen of New York, have been recently built at this port. Several of these packet-ships have been upwards of one thousand tons' burthen. There were built, for freighting and packet-ships, during the year 1844, six thousand two hundred tons, besides about one thousand tons of smaller vessels, including one steamer. The business is now on the increase, and when the improvements in the navigation of the river are completed, may attain its former magnitude.

The number of vessels now belonging to this port, are twenty-four ships, nine barks, seventeen brigs, ninety-six schooners, and one steamer. Total tonnage, twenty-three thousand nine hundred and sixty-two tons.

In 1790, the tonnage of this port was eleven thousand eight hundred and seventy tons, and it arose in seventeen years to thirty thousand. In 1820, it had sunk to twenty thousand tons. No place upon the seacoast of Massachusetts, or in New England, has experienced severer commercial vicissitudes than this town. The commercial restrictions fell upon it with disastrous effect. Its capital had become largely invested in the fisheries and freighting business, and the suspension of its commerce and ship-building was long and severely felt. In 1811, before it had recovered from these severe losses, it was visited with an extensive conflagration. Its central and most compact and valuable portion, covering an area of sixteen acres, was laid in ashes. Superadded to these accumulated disasters, the war greatly checked its prosperity, and at the conclusion of peace its wealth and population had greatly diminished. It continued to decline till the period of the fifth census, in 1830, when it had fallen from seven thousand six hundred and thirty-four, in 1810, to six thousand three hundred and

eighty-eight. Its wealth had decreased in the mean time, from about seven to less than three millions. Since that period it has been rapidly recovering its former prosperity, and it is now advancing in wealth and population.

In 1836, the manufacture of cotton goods by steam-power was commenced. This branch of industry has been greatly increased, and there are now five companies incorporated, three of which are in successful operation. The mills owned by these five companies are four stories in height, and their aggregate length is thirteen hundred feet. They will contain thirteen hundred looms and sixty-five thousand spindles.

The annual product of the three companies now operating, is one million five hundred thousand yards of printing cloths, and four million yards of the finest cottons manufactured in the country. They consume about one million four hundred thousand pounds of cotton, ten thousand gallons of oil, and three thousand tons of coal. The capital paid in is about seven hundred thousand dollars, and their disbursements amount to near thirty thousand dollars per month. These mills now employ about one thousand operatives, and are driven by four beautiful engines of most perfect construction.

In addition to cotton goods, its manufactures are machinery, castings, stoves, hats, boots, shoes, organs, spirits, cigars, snuff, soap, and candles, to an amount of upwards of half a million annually.

This town is distinguished for a liberal extension of the common school system, and for superior means of free education.

It has, in addition to the schools supported by the town, two liberally endowed free schools. One of these was endowed by the late Moses Brown, Esq., a merchant of the place, and is designed to furnish an institution for classical studies. The other is now being established, and is designed for the higher branches of an English education. It is founded on a munificent bequest of the late Oliver Putnam, Esq., of Boston, formerly a res-

ident of this town. This bequest amounts, at the present time, to upwards of seventy thousand dollars. The privileges of free education in Newburyport will exceed those of any place in Massachusetts, and be scarcely inferior to a collegiate course of instruction.

Newburyport lies thirty-four miles north-east from Boston, twenty miles north from Salem, twenty miles south-west from Portsmouth, and three miles from the mouth of the Merrimack. It is surrounded on all sides, except that upon the river, by the town of Newbury. By whatever avenue it is approached, it never fails to leave favorable impressions on the mind.

A railroad is in contemplation to connect Newburyport with the towns lying upon the river, to Lowell. The eastern railroad crosses the town through its northern section, by a tunnel under High street, and an embankment to the bridge, which is laid over the site of the old Newburyport bridge. The new bridge is *two stories* high, the railroad track being upon the upper flooring, and the carriage way, for ordinary travel, upon the flooring beneath. The river at this point is about three eighths of a mile in width.

High street runs nearly parallel to the river, at a distance of one thousand feet from it, and at an elevation of nearly one hundred feet above its level. This has always been admired by strangers of taste, as a beautiful street. Near the centre of the town, adjoining this street, is a fine pond, of about six acres, the level of which is sixty feet above the river. This has been beautifully embellished, by surrounding it with a mall, and terraced promenade.

From the mouth of the harbor, Plum Island extends nine miles, to the mouth of Ipswich river. Nearly all this island is composed of shifting sand, blown into fantastic forms, surmounted with clumps of the beach-plum. It is a favorite place of resort for recreation, during the summer

months, to the inhabitants of the neighboring towns. It is connected with the main by a bridge, from which a turnpike extends to the town.

Judge Bradbury, and Judge Jackson, of the Supreme Court, were natives of this town, and Judges Parsons, Thatcher, and Wild, of the same court, were residents here. The Hon. William Bartlett, and Moses Brown, Esq., distinguished for their enterprise and integrity as merchants, were natives of this town. The distinguished mechanic, Jacob Perkins, now of England, was born, and pursued his inventions here, till fifty years of age. The late Rufus King was long a resident at Newburyport, and represented the town in the councils of the state. John Q. Adams resided here while pursuing his legal studies, under Parsons. The Rev. Gardner Spring, D. D., of New York, was born and educated here, as was also the late Rev. Dr. Morse, of the Episcopal church. Many respectable clergymen of New England, and beyond its bounds, were born here.

During the depression of the town, the emigration of its young and enterprising citizens was very prevalent. They are to be found throughout the country, and many of them have attained distinction in the learned professions and in the walks of commerce.

The town has eleven houses of public worship, and its other public buildings are numerous and elegant. A beautiful cemetery has been recently established in the immediate vicinity of the town, in a grove of venerable oaks, and forms a most inviting resort to the contemplative.

The celebrated George Whitefield, one of the founders of the sect of the Methodists, and one of its most eloquent preachers, died in this town, September 21, 1770.

A handsome cenotaph to his memory has been erected in the church beneath which he lies interred, by the Hon. William Bartlett. The following is a part of the inscription:—

"This Cenotaph
Is erected, with affectionate
veneration, to
The memory of the
Rev. GEORGE WHITEFIELD:
Born at Gloucester, England,
December 16, 1714.
Educated at Oxford University;
Ordained 1736.
In a ministry of thirty-four years,
He crossed the Atlantic thirteen times,
And preached more
Than eighteen thousand sermons.
As a soldier of the
Cross, humble, devout, ardent,
He put on the
Whole armor of God; Preferring
The honor of Christ
To his own interest, repose,
Reputation, and life.

NEW MARLBOROUGH.

BERKSHIRE Co. The first improvements in this town were made in 1739, by Mr. Benjamin Wheeler, from Marlborough. During the hard winter of 1739-40, he remained the only white inhabitant in the town. The Indians, though in most respects friendly, forbade him the use of the gun, lest he should kill the deer, and thus withheld from him part of the means of his support. His nearest white neighbors were in Sheffield, a distance of ten miles, some of whom came on snow-shoes to see him.

"The surface is generally uneven and hilly, and, like most of the more elevated towns in the county, stony; though at the time of the settlement, the stones were so deeply covered with vegetable mould, that the first inhabitants are said to have expressed their fears that they should not find stone enough to answer the purposes of building. Their fears were removed by finding a quarry of white stone, split by nature into blocks of different sizes, nearly square, on an elevation called Dry Hill. In the north-west part of the town is Six-mile pond, first so called by some Indians who lived six miles distant from it, in Great Barrington, and who resorted to it for the purposes of fishing. The

outlet from this pond is called **Konkapot**, from the circumstance that an Indian family of that name lived by its side, in the borders of Sheffield. A stream called Umpachene rises in the east part of the town, and passing by the centre, runs south-west, and empties in the Konkapot. This stream also derives its name from an Indian. In the south-east part of the township is a pond nearly two miles in circumference, called Hermit pond, which is the source of a stream, which runs south-west into Canaan. This pond derived its name from the circumstance that a hermit lived for several years on the south-eastern side.

"The name of this hermit was Timothy Leonard. He came from Fredericksburg, Dutchess county, New York, five or six years before the revolutionary war; and though he purchased a farm, he led a solitary life till his death. He died June 13, 1817, from infirmity and old age, being, as was supposed, in his seventieth year. Unwilling that any one should remain with him during a single night, he died as he lived, alone and unattended. The cause of his leading a solitary life is supposed to be explained by the fact that he was an inveterate hater of women. His description of them was,

'They say they will, and they wont;
What they promise to do, they don't.'

"Let none smile at the history of Timothy Leonard, for he is not a solitary instance in which disappointed hope and mortified pride have been suffered to blot out the social affections, and produce uselessness, wretchedness and ruin.

"In the west part of the town is a cave of some little note. It has several apartments of various dimensions, whose sides and roof are limestone, on which stalactites are continually forming. About one fourth of a mile south-west of the south meeting-house is a rock, judged to weigh thirty or forty tons, so equally balanced on another rock, that a man may move it with his finger."

The manufactures of the town consist of leather, boots, shoes, chairs, cabinet-ware, and a variety of sawed lumber. The products of the dairy are considerable, and about one thousand six hundred sheep are pastured.

New Marlborough is situated twenty-four miles south from Pittsfield, thirty-five west from Springfield, and one hundred and thirty-three west by south from Boston.

NEW SALEM.

FRANKLIN Co. New Salem lies seventeen miles east south-east from Greenfield, about seven miles south-west from the railroad at Athol, and about seventy miles west by north from Boston. It is bounded north by Orange, east by Athol, south by Petersham and Prescott, and west by Shutesbury and Wendell.

This town is elevated, and some parts of it is mountainous, but the surface and soil are generally well adapted to agricultural purposes, particularly for grazing. It is well watered by Miller's river on the north, and a fine mill stream, the head waters of Swift river, rises in a pond in the town, and passes through it.

This town comprises two handsome villages and some pleasant ponds. "The fogs of Connecticut river seldom rise above this place, while it covers the surrounding country; and the towering Monadnock on the north appears like an island rising from a boundless ocean."

The manufactures of the town consist of palm-leaf hats, boots, shoes, leather, straw bonnets, and ploughs.

The first minister in the town was the Rev. Samuel Kendall, who died in 1792. The Rev. Joel Foster was settled in 1779, and died in 1812. The Rev. Warren Pierce was settled in 1804, and resigned in 1807. The Rev. Alpheus Harding was settled in 1807.

The north Congregational church was organized in 1824, and the Rev. Levi French was settled pastor the next year. He was succeeded by the Rev. Erastus Curtiss, in 1834.

NEWTON.

MIDDLESEX Co. This is a very beautiful town, encircled by Charles river on the north, the west, and the south, and bounded on the east by Brighton and Brookline. It was at first a part of Cambridge, and at its incorporation it adopted the old name of that venerable town, which it has never disgraced.

This is the celebrated *Nonantum* of the Indians, a hallowed spot, where the red men of the forest first listened to the teachings of Christianity in New England, and where was erected for their use, the first house of prayer.

Mr. Gookin, who formerly accompanied Mr. Eliot in his journeys, says "the first place he began to preach at, was at Nonantum, near Watertown, upon the south side of Charles river, about four or five miles from his own house; where lived at that time Waban, one of their principal men, and some Indians with him." Mr. Eliot set out upon his mission in October, 1646, and sent forerunners to apprise the Indians of his intentions. Waban, a grave and wise man, of the same age of the missionary, forty-two, a person of influence, met him at a small distance from their settlement, and welcomed him to a large wigwam, on the hill Nonantum. A considerable number of his countrymen assembled here from the neighborhood, to hear the new doctrine.

"A school was soon established among them, and the general court gave the neighboring Indians a tract of highland, called Nonantum, and furnished them with various implements of husbandry. The Indians, many of them, professed Christianity, and the whole in the vicinity became settled, and conducted their affairs with prudence and industry. They erected a house of worship for themselves; they adopted the customs of their English neighbors, made laws, and had magistrates of their own. The increase of the Indian converts was such, that they found the place too strait for them, and there was a removal of the tribe to Natick, about ten miles south-west

of Nonantum." The first organized church, purely Indian, was at Natick.

The ardor and zeal of Eliot, Mayhew, and others, were crowned with such success, that in 1660, there were ten towns of Indians in Massachusetts, who were converted to the Christian religion.

There are two falls on Charles river, in this town, of considerable extent, and great value, called *Upper* and *Lower Falls*, about two miles apart. At these falls are beautiful manufacturing villages. The village at the lower falls is partly in Needham. It is a singular fact, that such is the winding of the river, that the *lower* falls are farther from its mouth and the city than the *upper* falls.

The soil of the town is very good, and highly cultivated; the surface is varied, presenting a variety of rich scenery, pleasant villages, country-seats, and tasteful gardens.

The manufactures of the town consist of cotton and woollen goods, large quantities of paper of the finest qualities, nails, rolled iron, candles, vitriol, barilla, chaises, harnesses, morocco leather, boots, shoes, machinery, cabinet-ware, &c., the annual value of which exceeds a million of dollars.

In this town are an academy and a Normal school.

NONANTUM HILL. This hill, in Newton, commands some of the most delightful scenery in the vicinity of Boston. The westerly side, and to the summit, is now in possession of William Kenrick, Esq., author of the *New American Orchardist*. This portion of the hill is in the town of Newton, and near the division line between that town and Brighton. Here are Mr. Kenrick's garden and nurseries. The whole establishment covers an area of sixty-seven acres, a part being in young forest and grass. The principal nurseries comprise about thirty acres, including the dwelling-house and some of the appropriate out-buildings, with such portions of the land as are successively required in the rotation of productions—all being at times cleared and replanted. Here are cultivated all the most ap-

proved and superior varieties of fruit-trees, the most hardy ornamental trees, shrubs, and herbaceous perennial plants. In the selection of these, Mr. Kenrick has spared no pains or expense in searching out and procuring all that is new, valuable, and beautiful, adapted to our climate, from all accessible resources and collections of other countries. His present collection of fruit-trees is probably unrivalled in this country, for rareness, variety, and excellence.

NEWTON THEOLOGICAL INSTITUTION. This institution is located at Newton Centre village, about seven miles from Boston. The institution buildings stand upon a lofty hill, on the east of the village. The mansion house, which is a large, three-story wooden edifice, built originally for a country-seat, stands fronting the village, upon a beautiful circular mound, thrown up at the summit of the hill, and contains a chapel, recitation-rooms, accommodations for the steward, &c. An additional brick building, eighty-five feet long, forty-nine wide, and three stories high, was erected west of the mansion house in 1828, which contains a reading-room, a library-room, and thirty-one rooms for students, to each of which a bedroom is attached.

There is a farm of about eighty acres connected with the institution, the proceeds of which go for the benefit of the students. The grounds adjacent to the mansion house are ornamented with trees and shrubbery, and winding walks laid out in the adjoining grove of native forest trees. A long avenue, arched over with rows of shade trees, winds down the hillside to the village; and near it stand three commodious houses erected for the use of the professors. Two of these stand abreast about midway down the hill, and the third is at its foot.

The summit of the mansion house commands a wide prospect of the surrounding country. Dorchester Heights, the summits of Boston, and Bunker Hill, are on the horizon at the east, and Mount Wachusett and

Monadnock at the west. Nearer at hand several neat villages and handsome country-seats rise above the sea of green; and not the least attraction is a beautiful pond, about a mile in circuit, which lies nestled amidst the forest near the foot of the hill.

The institution is under the direction of persons of the Baptist denomination. It was founded in November, 1825, by the Massachusetts Baptist Education Society; and in the same month, Rev. Iraha Chase was chosen first professor, and entered upon the duties of his office. In February, 1826, a bill of incorporation was granted, and a board of trustees was appointed.

The course of study pursued in the institution is adapted to graduates, or those whose attainments enable them along with graduates to proceed profitably in theological studies. It is open for all those who, together with the requisite literary qualifications, give evidence of possessing genuine piety, and of being influenced by proper motives, to pursue theological

studies, and who, moreover, present certificates from the churches of which they are members, approving of their devoting themselves to the work of the ministry.

The regular course of the institution occupies three years; and the three classes corresponding are designated the junior, middle, and senior classes. The course of study embraces—first, Biblical Literature and Interpretation; second, Christian Theology; third, Ecclesiastical History; fourth, Sacred Rhetoric and Pastoral Duties. There are four standing professorships, corresponding to these four departments.

Newton Centre village lies seven miles west by south from Boston; Newton or Angier's Corner, seven; West Newton village, ten; Upper Falls village, nine, and Lower Falls village, eleven miles from Boston. These villages are very flourishing and rapidly increasing. The Worcester railroad passes through the villages of Newton Corner and West Newton.

NORFOLK COUNTY.

Shire town, DEDHAM. This county is bounded north-east by Boston harbor, north by Suffolk county, west by the south-east corner of Worcester county, south by the north-east corner of the state of Rhode Island, and south, south-east and east by the counties of Bristol and Plymouth.

This county has a maritime coast on Boston harbor, of about twelve miles, which is indented with many small bays and navigable rivers. Its surface is uneven, and in some parts hilly. Its soil is generally strong and rocky. Great quantities of the dark-colored granite, or sienite, is found here.

A large part of Norfolk county, particularly those towns near Boston, is under a high state of cultivation, and affords fruits and vegetables in great abundance. The proximity of this county to the capital gives it many facilities; and the towns in this and in the county of Middlesex that border on Boston harbor, may be called the *Gardens of Boston*. The Charles, Neponset, and Manatiquot are its chief rivers.

The value of the manufactures in the county, the year ending April 1, 1837, was six million four hundred and sixty-six thousand and ten dollars. The value of the fishery the same year, was two hundred and forty-four thousand nine hundred and twenty-seven dollars. See *State Tables*.

COURTS IN NORFOLK COUNTY.

Supreme Court. LAW TERM. At Dedham on the fifth Tuesday next after the fourth Tuesday of September. **NISSI PRIUS TERM.** At Dedham on the third Tuesday in February.

Common Pleas. At Dedham on the fourth Monday of April, the third Monday in September, and third Monday in December.

Meetings of the County Commissioners. At Dedham on the third Tuesday of April, the fourth Tuesdays of June and September, and on the last Wednesday of December.

Probate Courts. At Dedham on the first Tuesdays of each month. At Quincy on the second Tuesdays in February, May, and August. At Roxbury on the fourth Tuesdays of February, May, August, and November. At Wrentham on the third Tuesdays of May, August, and November. At Medway on the third Tuesdays of February, June, and October.

NORTHAMPTON.

HAMPSHIRE Co. Shire town. This town is delightfully situated on the west bank of the Connecticut, on rising ground, about a mile from the river, and surrounded by large tracts of some of the most fertile and beautiful meadow land in this, or any other country.

This territory, with that of the other towns adjoining, was purchased in 1653, of "the chief and proper owners," and conveyed to John Pynchon, for the planters, for the consideration of one hundred fathoms of wampum, ten coats, and some small gifts, and also for ploughing up sixteen acres of land on the east side of *Quonnecticut* river. The Indian name of the territory was *Nonotuck*.

Since the first settlements on the Connecticut basin, this town has been an important point of attraction. This was the third town settled on Connecticut river in this state. The soil of the town is alluvial, and its products exuberant. Both before and since the division of the old county into three, this place has been the seat of justice. The buildings of the county and town are handsome, and the most important county offices are *fire proof*. A fine stream passes through the centre of the town, possessing a good water-power, on which are manufactories and mills of various kinds.

The manufactures of Northampton consist of woollen and silk goods, boots, shoes, leather, paper, brooms, chairs, iron, tin, cabinet-wares, &c.; total value the year ending April 1, 1837, about three hundred and fifty

thousand dollars. The manufacture of sewing silk, ribbons, &c., is on a large scale.

This place has considerable river and inland commerce, which is much increased by the Hampshire and Hampden canal, which meets the Connecticut river here, and terminates at New Haven.

There are many institutions of a literary and religious character in this town, and its schools are of the first order. The country around the town is enchanting; and those who visit Mount Holyoke, eight hundred and thirty feet above the river, on the east side, or Mount Tom, one thousand two hundred and fourteen feet above the river, on the west side, will find a wonderful variety of landscape scenery, probably unsurpassed in beauty by any in the New England states.

A "Community," or "The Northampton Association of Education and Industry," was formed in 1842. It consists of between one and two hundred members of both sexes. They are located on a large farm, in a retired spot, in the western part of the town, about two miles from the village. Their notions seem to be similar, in many respects, to those entertained by the "Brook Farm Phalanx," at *Roxbury*, and the "Fraternal Community," at *Milford*.

Of the twenty-three senators of the United States from Massachusetts, under the constitution since 1789, four were residents in Northampton: Caleb Strong, senator from 1789 to 1796, Eli P. Ashman, from 1816 to 1818; Elijah H. Mills, from 1820 to 1827; and Isaac E. Bates, from 1841 to 1845.

DAVID BRAINARD. This faithful servant of Christ died at the house of the Rev. Jonathan Edwards, at Northampton, October 10, 1747. By his side rest the remains of his betrothed, Jerusha, the daughter of Mr. Edwards.

"If the greatness of a character is to be estimated by the object it pursues, the danger it braves, the difficulties it encounters, and the purity and energy of its motives, David Brainard is one of the greatest characters that ever appeared in the world. Compared with this standard of greatness, what little things are the Alexanders, the Cæsars, the conquerors of the whole earth. A nobler object no human or angelic mind could ever propose to itself than to promote the glory of the great Governor of the Universe, in studying and laboring to diffuse purity and happiness among his unholy and miserable creatures.

"His life and diary among the Indians," says a celebrated English divine, 'exhibits a perfect pattern of the qualities which should distinguish the instructor of rude and barbarous tribes; the most invincible patience and self-denial, the profoundest humility, exquisite prudence, indefatigable industry, and such a devotedness to God, or rather such an absorption of the whole soul in zeal for the divine glory, and the salvation of men, as is scarcely paralleled since the age of the apostles.'"

Northampton lies, by the railroads, twenty miles north from Springfield, one hundred and eighteen west from Boston, forty five from Hartford, and twenty miles south from Greenfield. By the old roads it is ninety miles from Boston, and sixty-seven miles east from Albany.

A passage in the cars from Springfield to Northampton offers to the lovers of splendid scenery, a fine treat. We pass the whole distance on the banks of the river, through the gorge between Mounts Holyoke and Tom, and over the broad and beautiful meadows, extending many miles between Mount Tom and Northampton.

While here, we will just say, with all due respect to President Hitchcock, the learned geologist, that *MOUNT WASHINGTON* had better stand as it is, and give *Mount Tom* the name of *MOUNT EVERETT*. Nature has placed two beautiful mountains side by side, high in the estimation of mankind. Let the name of the good Holyoke, the learned president of Harvard College, from 1737 to 1769, be associated with one of a kindred spirit.

NORTHBOROUGH.

WORCESTER Co. Northborough was first settled in 1700, and, until 1766, was the north parish of Westborough. It is bounded north by Berlin, east by Marlborough, south by Westborough, and west by Shrewsbury and Boylston.

This is a good farming town, lying between the highlands of Marlborough on the east, and those of Shrewsbury and Boylston on the west. The farms are large, well cultivated, and productive of fat cattle, wool, and all the varieties of the dairy.

This town is well watered by several small streams and ponds, and by the Assabet river, which passes through it. On the banks of the Assabet are large tracts of good meadow.

The first minister in this town was the Rev. John Martin, in 1746. His successor was the Rev. Peter Whitney, in 1767. Mr. Whitney published a good history of the county of Worcester, in 1793.

The following is from a grave-stone in the church-yard:—

"Here lie buried the remains of Rabbi Judah Monis, M. A., Late Hebrew Instructor At Harvard College, in Cambridge; in which office he continued 40 years. He was by birth and religion a Jew, But embraced the Christian faith, And was publicly baptized at Cambridge, A. D. 1722, And departed this life April 25th 1764, Aged eighty-one years, two months and twenty-one days."

Northborough lies ten miles north-east from Worcester; thirty-two from Boston, and five from Westboro' depot.

NORTHBRIDGE.

WORCESTER Co. Until 1772, this town was the north part of Uxbridge.

The surface of this town is somewhat rocky and rough, but the soil is generally rich, strong, and good. It is finely watered by springs, streams, and rivers. Of these, Blackstone and Mumford rivers are the largest. On these rivers are tracts of good intervalle land. Blackstone canal passes through this town, on the west bank of Blackstone river.

The manufactures of this town consist of cotton and woollen goods, cotton machinery, boots, shoes, &c. The value of the manufactures here, as early as 1837, amounted to two hundred and eighty thousand dollars. This is a good agricultural town, and the farmers send considerable produce to market.

From Whitneysville, near the centre of the town, to Boston, is thirty-six miles north-east; to Worcester, thirteen miles north-west.

NORTH BRIDGEWATER.

PLYMOUTH Co. This town lies twenty miles south from Boston, twenty-four north-west from Plymouth, and ten south south-west from Weymouth Landing. A railroad will soon pass through it, between Boston and Fall River. The town is well watered by Salisbury river, and another small stream which empties into the Taunton. Its surface is uneven, but the soil is of a good quality, particularly for grazing.

The manufactures of the town consist of boots, shoes, hats, chairs, shoe-tools, forks, hoes, cabinet and wooden wares, brushes, &c.; total amount, the year ending April 1, 1837, two hundred and thirty-seven thousand dollars.

We regret that this very pleasant town was not called *Tyticut* or *Nunke-*

test, one of the Indian names of the ancient territory.

This town was the first of the three Bridgewater towns that have sprung from Old Bridgewater, named after a celebrated English duke. We can see no good cause for attaching a cardinal point of the compass to the name of any town, particularly one of foreign derivation, when some beautiful Indian name meets the ear on the bank of almost every stream. Had the noble duke bequeathed to good old mother Bridgewater and her three handsome daughters, (as he did to the city of Manchester,) the perpetual privilege of obtaining one hundred and forty pounds of coal for *four pence*, there would appear some reason for perpetuating and extending the name.

Some just remarks on the names of towns appeared in the *Providence Journal*, which are worthy of repetition.

INDIAN NAMES. The new state of Michigan has passed one of the most sensible laws that was ever enacted. Its object is to preserve the noble and harmonious old Indian names, which have been given to every river, and lake, and forest, and mountain in our country, and which, by a bad taste, have, in many instances, been displaced by the hackneyed names of European cities, or of distinguished men. The law provides that no town shall be named after any other place, or after any man, without first obtaining the consent of the legislature. The consequence is, that Michigan is destitute of London, Paris, and Amsterdam; unlike her sister states, she boasts neither Thebes, Palmyra, Carthage or Troy. No collection of log huts, with half a dozen grocery stores, have been honored with the appellation of Liverpool, nor has any embryo city, with a college or an academy, received the appropriate name of Athens. She has no Moscow and Morocco, in the same latitude; and no Edinburgh and Alexandria within thirty miles of each other. Babylon, Sparta, and Corinth, though they have been transplanted to other parts of

the Union, are destined never to flourish on the soil of Michigan. No Franklin, or Greene, or Jefferson, no Washington is to be found in her borders. On the contrary, her rivers and lakes still retain the full, rich, and swelling names which were bestowed upon them by the red men of the forest; and her towns bear the names of the sturdy chiefs who once battled or hunted in their streets. Strange, when we have such a noble nomenclature as the Indians have left us, that we should copy from the worn out names of ancient cities, and which awake no feelings but ridicule, by the contrast between the old and the new. Mohawk, Seneca, Massasoit, Ontario, Erie, how infinitely superior to Paris, London, Fishville, Buttertown, Bungtown, &c. The feeling which prompts us to perpetuate the names of our revolutionary heroes by naming towns after them, is highly honorable; but it should not be forgotten that frequent repetition (especially in cases where the town is utterly unworthy of its namesake) renders the name vulgar and ridiculous. It seems, that not content with driving the Indians from the soil, we are anxious to obliterate every trace of their existence.

We are glad to see a better taste beginning to prevail upon this subject, and we hope that the example of Michigan will be followed, if not by legal enactments, at least by the force of public opinion.

NORTH BROOKFIELD.

WORCESTER Co. This town, formerly the second parish of Brookfield, was incorporated in 1812, containing about twelve hundred inhabitants; at which time it was almost exclusively agricultural, the soil and surface being highly favorable to that branch of industry. Since that period it has, however, become extensively a manufacturing town; and at present, in proportion to its inhabitants, produces annually as large a quantity, and value of boots and shoes, as any other of its size, perhaps, in the Common-

wealth. By the returns made in 1837, the whole manufactures of the town were five hundred and twenty-five thousand two hundred and twenty-four dollars.

A very handsome village has grown up where only three houses stood thirty years ago; and the town is distinguished for the industry, enterprise, and public spirit of its inhabitants, and the liberality with which they sustain all the benevolent and philanthropic movements of the day.

This town is on elevated ground, is of good soil, well cultivated, well watered, and filled with many beautiful swells. It has an artificial pond, covering seven or eight hundred acres, raised for water-power.

The village of East Brookfield, partly in this town and partly in Brookfield, lies, by the western railroad, sixty-four miles from Boston, and twenty west south-west from Worcester. From East Brookfield village to the village in the centre of the town, is four miles north-west.

NORTH CHELSEA.

See page 374.

NORTHFIELD.

FRANKLIN Co. This town, the Indian *Squeakeag*, was first settled in 1673. Perhaps no town in the state suffered more from Indian depredations than this. A few years after its settlement, the town was laid waste. The inhabitants returned in 1685, and in a few years it was again destroyed. It lay waste many years, when, in 1713, after the erection of Fort Dummer in its vicinity, the inhabitants returned, and rebuilt the town.

This is a fine township of land, on both sides of Connecticut river, bounded north by Vernon, Vermont, and Winchester, New Hampshire; east by Warwick; south by Erving and Gill, and west by Bernardston. The town contains large tracts of fine alluvial land on the banks of the river, and the uplands, with an undulating surface, are generally of a good quality. There are some small streams in

the town, and some handsome ponds, producing a water-power sufficient for domestic uses.

There are various manufactures in this town, such as leather, boots, shoes, ploughs, chairs, cabinet-ware, &c.; but the inhabitants are principally engaged in tilling the earth, and raising products for the market.

The village of Northfield is very pleasant; it is situated on an elevated plain, rising above the meadows, about a mile from the river, on the east side. Its main street extends along the river about a mile; and is wide, beautifully shaded, and contains many elegant buildings, both public and private. The beauties of the village and of the country around it, with the salubrity of its atmosphere, has already attracted many families of taste and fortune to make it their residence; and, when the track is laid for the "Iron Horse" to traverse, this blooming village will be about as far distant from Boston, in respect to time, as Andover is by the old roads.

The first minister in Northfield was the Rev. Benjamin Doolittle, in 1718. His successors were, the Rev. John Hubbard, in 1750; Rev. Samuel Allen, in 1795; Rev. Thomas Mason, in 1799; Rev. George W. Hosmer, in 1830; Rev. Oliver C. Everett, in 1837.

Northfield lies thirty-seven miles west by north from Fitchburg; from Boston eighty-seven miles, and eleven miles north-east from Greenfield.

NORTON.

BRISTOL Co. Before its incorporation, this town was the north part of Taunton. It began to be settled in 1670. Its first clergyman was the Rev. Joseph Avery, who was settled in 1714.

Among its first settlers was George Leonard, Esq., a name which has been identified with much of the enterprise of the place. He discovered iron ore in the town, and there being a number of good streams, branches of the Taunton, whereon could be erected extensive iron works, he com-

menced the business, and, with his posterity, pursued it to the present day, successfully to themselves, and profitably to the country.

The surface of the town is pleasantly diversified, but the soil is not of the first quality. The village is pleasant, and remarkably healthful. About three miles to the eastward of the village, is Winnicunnet pond, a handsome sheet of water, which in former years was a great resort of the Indians, some of whom resided in caves along its shores, and lived by hunting and fishing.

The manufactures of the town consist of sheet copper, and copper bolts, cotton goods, boots, shoes, leather, iron castings, ploughs, shuttles, straw bonnets and baskets; total value the year ending April 1, 1837, three hundred and ninety-seven thousand seven hundred and sixty-three dollars.

YOUNG LADIES' SCHOOL. There is a literary seminary in this town for the education of young ladies. It was founded by the munificence of Hon. Laban Wheaton, who expended in its behalf about eight thousand dollars. It is placed under the direction of a board of trustees, to be under the control of them and their successors in office so long as they shall see that the school is continued. It went into operation in the summer of 1835, under the management of Miss Eunice Caldwell, as principal.

The school has thus far been very fortunate in respect to the qualifications of its principals, and it has maintained from the first a character of high order, so far as it regards mental discipline and moral and religious instruction.

There is connected with the seminary a large boarding-house, which will accommodate fifty scholars, besides the teachers, with only two young ladies occupying a room; and beyond this number the trustees will not engage to provide boarding-places. There is in this seminary a cabinet, library, and apparatus for lectures, and experiments in chemistry and philosophy.

This seminary is very advanta-

geously situated, in a town through which the railroad passes, bringing communication with Boston, and Providence, Rhode Island, within about one hour's ride. The present condition of this school is prosperous, and its prospects are flattering.

The New Bedford and Taunton railroad passes through the town; twenty-eight miles from Boston, twenty-seven from New Bedford, seven from Taunton, and twenty-one from Providence.

NORWICH.

HAMPSHIRE Co. A branch of West-field river and a number of its tributaries, give this town an excellent water-power. The town is bounded north by Chesterfield, east by West Hampton and Southampton, south by Montgomery, and west by Chester. The first minister was the Rev. Stephen Tracy, in 1781.

Many parts of this town are fit for cultivation, the soil being strong and fertile, but the larger part of it, being rough and hilly, is fit only for grazing.

There are in the town manufactures of cotton, leather, boots, shoes, axes, &c.

The western railroad just touches the south-western corner of the town, at Chester village depot, one hundred and nineteen miles west from Boston. To Northampton it is twelve miles. From Chester village to a pleasant village in the centre of the town is four miles.

OAKHAM.

WORCESTER Co. This was once a part of Rutland, and called "Rutland West Wing." The first minister in this town was the Rev. John Strickland, a Presbyterian, in 1768. His successor was the Rev. Daniel Tomlinson, a Congregationalist, in 1786.

The surface of Oakham is uneven, rough, and stony, but not mountainous; its soil is moist, and affords uncommon sweet pasturage for cattle. Ware river passes its north-western

border, and it is otherwise watered by a number of rivulets, streams, and ponds.

There are manufactures in the town of cloth, straw bonnets, palm-leaf hats, ploughs, leather, boots, shoes, &c.

Oakham is bounded north by Barre, east by Rutland, south by Spencer, and west by New Braintree. It lies fifteen miles north-west from Worcester, and fifty-nine west from Boston.

ORANGE.

FRANKLIN Co. This town lies nineteen miles east from Greenfield, about twenty-five miles west by north from Fitchburg, and by the railroad which will soon pass through it, about eighty-two miles west north-west from Boston.

Orange is bounded north by Warwick and Royalton, east and south-east by Athol, south by New Salem, and west by Warwick.

The villages of North and South Orange are very pleasantly situated; the former is well watered by a tributary of Miller's river, and the latter by that noble stream. These villages are rapidly increasing, and, with the aid of steam-power for transportation, will soon become important sites for manufactures.

In common with most of the towns in this section of the state, the surface of Orange is broken and hilly; but the soil is strong, and admirably adapted for grazing. The products in cattle, wool, and the dairy, are considerable.

The manufactures of the town in 1837, consisted of iron castings, boots, shoes, palm-leaf hats, chairs, cabinet-ware, &c., and at present, a great variety of other important articles. From Tully Hill, in this town, is a delightful prospect.

The Rev. Ebenezer Foster was settled here in 1798. Mr. Chandler preached here a short time. In 1837, an ecclesiastical council convened, and organized the "Evangelical Church of Orange."

ORLEANS.

BARNSTABLE Co. Orleans was the south part of Eastham, until its incorporation in 1797. Its Indian name was *Naumskaket*. It is bounded on the south by Brewster and Chatham. It extends across the cape, and is indented with coves and creeks on both sides, and contains a number of fine fresh-water ponds.

Nauset harbor is at the north-east part of the town, and Pleasant Bay opens at the south-east corner of the town, and lies partly in Chatham. In this bay are several islands.

In this town the cod and mackerel fishery is extensively pursued, and many of the people are engaged in manufacturing salt, of which between twenty and thirty thousand bushels have been made in a year. There are also in the town manufactures of leather, boots, shoes, palm-leaf hats, tin-ware, and other domestic articles.

There is a very pleasant village near the centre of the town, from which, to Barnstable court house is twenty-four miles.

OTIS.

BERKSHIRE Co. The territory of Otis comprises that of the old town of Loudon, which was incorporated in 1773, and the old district of Bethlehem. The two were united by an act of incorporation in 1810, and named in honor of the venerable Harrison Gray Otis, of Boston, then speaker of the house of representatives.

The town is bounded north by Becket, east by Blandford, south by Sandisfield, and west by Tyringham. The surface of the town is uneven, and in some parts too elevated for cultivation. There are, however, many tracts of good tillage land, and an abundance of feed for cattle. The town is well stored with forests of hard wood and granite.

There are in the town a number of large and beautiful ponds, which, with a small stream from Becket, form the head-waters of Farmington river, which pass to the Connecticut. These

waters furnish the town with good mill-seats.

There are some manufactures in the town, such as leather, boots, shoes, chairs, cabinet-ware, lumber, &c.

Otis lies sixteen miles south-east from Lenox, and twenty-two from Pittsfield. From the village in the south part of the town to the Becket depot, on the western railroad, is about ten miles; from thence to Boston is one hundred and thirty-five miles.

OXFORD.

WORCESTER Co. The original township of Oxford was eight miles square, and was granted to Joseph Dudley and others, in 1683, for the accommodation of about thirty French Protestant families, who had escaped from France after the revocation of the edict of Nantz, when they became exposed to every cruelty and hardship that Catholic intolerance and religious bigotry could invent. They were assisted in their emigration to this country by the proprietors of the grant, and settled here about 1686. They built a fort on a hill in the eastern part of the town, now called Mayo's, or Fort Hill, where its remains are still visible. It was constructed by the rules of art, with bastions, and had a well within its enclosure. They had another fort, and a meeting-house. The grapes, currants, and asparagus of their planting, still grow here, and the last of the peach-trees was destroyed by the gale of 1815. They had a minister while resident here, whose name was Bondet. These people remained here till 1696, when the Indians attacked the place, and murdered some of the people. This so terrified the inhabitants that they left the place, and most of them settled in Boston, where a French church was maintained by them several years. The Indian name of the town was *Mancharge*.

How soon after the people left, the town was settled by others, we cannot discover; but as early as 1721, a church of Christ was gathered here,

and the Rev. John Campbell, a worthy gentleman from the north of Scotland, was settled the same year.

The surface of the town is not very hilly; in its centre is a fine plain, a mile and a half in length, and a mile in width. From this plain, the lands gently rise on all sides. The soil of the plain and higher grounds is strong and fertile, and, under good cultivation, produces a great abundance of hay, grain, vegetables, fruit, and all the varieties of the dairy.

About three fourths of a mile west from the plain, on which is a large and handsome village, runs French river, from the north to the south, and falls into the Quinebaug. This river, so named from the first settlers, and its tributaries, give to Oxford a great hydraulic power.

Woollen and Thread villages, about a mile apart, on French river, in this town, are two important manufacturing places. These villages are of recent date, neat, handsome, and flourishing. The manufactures consist of woollen and cotton goods of various kinds. There are also in the town large manufactures of leather, boots, shoes, and various other articles in common use. The value of these manufactures probably exceeds a million of dollars a year.

Under "*Dorchester*," we told a story about a brave woman; we now tell another:—

"On the 6th of August, 1774, four Indians came upon a small house in Oxford, which was built under a hill. They made a breach in the roof, and as one of them was attempting to enter, he received a shot in his belly, from a courageous woman, the only person in the house, who had two muskets and two pistols charged, and was prepared for all four, but they thought fit to retreat, carrying off the dead or wounded man. It is a pity the name of this heroine is lost.

The Norwich and Worcester railroad passes through the town, eleven miles south from Worcester, fifty-five south-west by west from Boston, and forty-eight north from Norwich, Connecticut.

PALMER.

HAMPDEN Co. This town was formerly called "The Elbows," and had in it fifty families in 1749. A church was formed here in 1730, and a Presbyterian minister, the Rev. John Harvey, was settled in 1734. The church continued Presbyterian until the settlement of the Rev. Simeon Colton, in 1811.

The Chickopee, the Ware, the Swift, and some smaller streams water the town, and give it a great hydraulic power. On the banks of these rivers are situated the pleasant and flourishing villages of Three Rivers, Thorndike, Sedgwick, and Palmer Depot, in which are manufactures of cotton and woollen goods to a large amount; machinery, scythes, iron castings, &c. These are all heavy establishments, and the business is rapidly increasing. The furnace at the depot is capable of making five hundred tons of castings in a year. There is a pleasant village in the centre of the town, two miles north of the depot. There are also other manufactures in Palmer, such as boots, shoes, leather, palm-leaf hats, carriages, &c.

The surface of the town is somewhat broken, but the soil is strong and productive, particularly along the streams, where are tracts of fine intervals.

The farmers are striving to meet the demands of the factory villages for their productions. How much better this state of things is, than when they had to lug their beef, pork, butter, and cheese to Boston, to purchase foreign goods, at a dearer rate than such can now be made at their own doors, and of a better quality.

Palmer enjoys peculiar privileges in its water power and mode of transportation, and will doubtless become a very important manufacturing town. From the Palmer depot, on the western railroad, to Boston is eighty-three miles east by north; to Springfield is fifteen miles west south-west; and to Albany one hundred and seventeen miles north-west.

PAWTUCKET.

BRISTOL Co. This was a part of Seekonk until its incorporation in 1828, when the Indian name of the place was wisely given to the town. It is bounded by Attleborough on the north, Rehoboth on the east, Seekonk on the south, and Seekonk river, Pawtucket Falls, or North Providence, on the west.

The gigantic mill stream which passes this place on the west, and which is the boundary between Massachusetts and Rhode Island, is called *Blackstone* in Massachusetts, *Pawtucket Falls* until it reaches the lower fall, and from thence to Providence river, it takes the name of *Seekonk*.

The territory of the town comprises an area of only about two miles square. It is the village of Pawtucket that gives importance to the town. The village is at the falls, on both sides of the river, comprising a part of the town of North Providence. It is an important manufacturing place, commanding considerable trade, and contains a population of about ten thousand.

The first manufacture of cotton cloth in this country, by water-power machinery, was commenced at this place. The water-power is immense, and the fall of the river within a short distance, is fifty feet.

The river is navigable to the village for vessels of considerable burthen. It runs four miles south by west to Providence river, at India Point, near the depot of the Boston and Providence railroad, one mile below the centre of the city of Providence.

At this place are twelve or more cotton mills and print works, and manufactures of cotton machinery, bobbins, spools, &c.; of boots, shoes, carriages, vessels, chairs, cabinet-ware, &c.; total annual value about two millions and a half of dollars.

The turnpike road from this place to Providence is probably the best road of the kind in the world. It is very straight, wide, level, smooth, and shaded on each side by beautiful trees.

SAMUEL SLATER, Esq., the father of cotton manufactures in America, resided in this village many years. He died at Webster, Massachusetts, greatly respected, April 20, 1835, aged sixty-seven.

This village is pleasant, and the scenery around it delightful. It lies about two miles west from the Seekonk depot, on the Boston and Providence railroad, which is thirty-eight and a half miles from Boston. By the old roads it is sixteen miles west from Taunton, thirty-eight south-east from Worcester, and four miles north from Providence.

PAXTON.

WORCESTER Co. Previous to 1765, the territory of this town comprised the north part of Leicester and the south part of Rutland. It was first settled about 1720. The first minister in the town was the Rev. Silas Bigelow, in 1767. His successors were the Rev. Alexander Thayer, in 1770; Rev. John Foster, in 1785; Rev. Daniel Grosvenor, in 1794; Rev. Gaius Conant, in 1808; Rev. Moses Winch, in 1832; Rev. James D. Farnsworth, in 1835.

Paxton is bounded north by Rutland, east by Holden, south by Leicester, and west by Oakham.

The surface of the town is elevated, so much so, that its numerous fine rivulets by which it is watered, flow some to the Nashua, and some to the Connecticut. There are but two hills in the town of any note; they are the Bumsket and Turkey, and they, although quite elevated, are arable to their summits. The vapors which gather around the former in the evening, indicate to the farmers the state of the weather the succeeding day. The soil of the town is strong, moist, and well adapted to the purposes of agriculture. Many fine beeves, and much of the product of the dairy are sent to market. There are some manufactures in the town, but farming is the chief business of the people.

Paxton lies seven miles north-west by west from Worcester, and fifty-one miles west from Boston.

PELHAM.

HAMPSHIRE Co. Before its incorporation as a town, in 1743, Pelham bore the name of New Lisburne, or Stoddard's Town. In 1742, there were forty families in the town, and in 1744, the Rev. Robert Abercrombie, a Presbyterian, was settled as pastor. The ancestors of the first settlers were from the north of Ireland.

The surface of the town is elevated and uneven. It is well watered by Swift and Fort rivers and their branches; and the soil is good, both for tillage and pastures.

Some years ago, the notorious Stephen Burroughs profaned the Christian Sabbath, by imposing himself on the innocent people of Pelham as a minister of the gospel.

Pelham lies fourteen miles north-east from Northampton, and about seventy-six miles west from Boston.

PEMBROKE.

PLYMOUTH Cc. This town was taken from Duxbury in 1711. North river separates it from Hanover; and some branches of that stream, rising from ponds in Pembroke, give it a good water-power.

For more than forty years after the settlement at Plymouth, this town contained the only saw-mill in the colony. Pembroke is at the head of navigation on the North river, and possesses superior advantages for ship-building; and many noble vessels, constructed of naive white oak, are annually launched. The manufactures of the town consist of vessels, cotton goods, tacks, iron ware, chairs, cabinet-ware, &c.

The North river is very deep and narrow, and so exceedingly crooked, that it meanders eighteen miles in its course from Pembroke to Scituate harbor, when the distance by land is less than six miles.

The Rev. Daniel Lewis was the first minister in the town, ordained in 1712. He was succeeded in 1754, by the Rev. Thomas Smith, who con-

tinued in the pastoral office thirty-four years.

Pembroke contains a pleasant village near the centre of the town, and, in connection with Hanson, some fine fish ponds. It lies twelve miles north-north-west from Plymouth, and about four miles north-east from Hanson, where the Old Colony railroad passes, twenty-four miles from Boston.

PEPPERELL.

MIDDLESEX Co. This is a very pleasant town, with a good soil, variegated surface, and beautiful villages. It is watered by the Nashua river, which gives it a good water-power. There are a number of paper-mills in the town; and manufactures of palm-leaf hats, boots, shoes, &c.

Col. WILLIAM PRESCOTT, one of the brave defenders of Charlestown heights, was a native of this town. He died in 1795, aged seventy.

This town derived its name from Sir WILLIAM PEPPERELL, who, about the year 1727, was chosen one of his majesty's council, and was annually reelected thirty-two years, till his death. Living in a country exposed to a ferocious enemy, he was well fitted for the situation in which he was placed; for it pleased God to give him a vigorous frame, and a mind of firm texture, and of great calmness in danger. He rose to the highest military honors which his country could bestow upon him. When the expedition against Louisbourg was contemplated, he was commissioned by the governors of New England to command the troops. He invested the city in 1745. There was a remarkable series of providences in the whole affair, and Mr. Pepperell ascribed his unparalleled success to the God of armies. The king, in reward for his services, conferred upon him the dignity of a baronet of Great Britain, an honor never before conferred on a native of New England. He died at his seat in Kittery, Maine, July 6, 1759, aged sixty-three years, leaving but one daughter, the wife of

Colonel Nathaniel Sparhawk. The last Sir William, (son of Colonel Sparhawk,) died in London, in 1817. The name and title are extinct.

Lady Mary Pepperell, relict of Sir William Pepperell, died at her seat in Kittery, November 25, 1789. She was daughter of Grove Hirst, Esq., and grand-daughter of Hon. Judge Sewall. Her natural and acquired powers were said to be very respectable, and she was much admired for her wit and sweetness of manners.

WILLIAM PEPPERELL, the father of the first Sir William, was a native of Cornwall, England, and emigrated to this country about the year 1676, and settled at the Isle of Shoals, as a fisherman. It is said, he was so poor for some time after his arrival, that the lady to whom he paid his addresses at the Shoals, would not hearken to him. However, in a few years, by his industry and frugality, he got enough to send out a brig, which he loaded, to Hull. The lady now gave her consent. After his marriage, he removed to Kittery, where he became a very wealthy merchant, and died in 1734.

Pepperell was formerly the second parish in Groton, and the first minister, the Rev. Joseph Emerson, was settled in 1775.

This town lies twenty miles northwest from Concord, thirty-seven northwest from Boston, and eight miles north by west from the depot of the Fitchburg railroad, at Groton. The railroad from Worcester to Nashua will pass through this town.

PERU.

BERKSHIRE Co. This township included the greater part of Hinsdale until 1804. The whole was purchased at auction, at Boston, June 2, 1762, for one thousand four hundred and sixty pounds. This was denominated No. 2, of the nine townships which were sold at that time. It went into the hands of Oliver Partridge and Elisha Jones, and, in honor of the former gentleman, was called Partridgefield from its incorporation, in 1771,

until 1806, when it received its present name. It is about six miles long and four and a half broad. Within these limits the settlement commenced about 1764.

This town, occupying the height of land on the Green mountain range, has a cold, severe climate. The surface is uneven, and the soil hard and stony, and best adapted to grazing. There is a limestone quarry, from which lime is made of the best quality. The first team is said to have crossed the mountain in this town in 1767, over which a turnpike road now passes.

This is a fine township for wool-growing. In 1837, it produced six thousand one hundred and twenty-seven fleeces, which weighed eighteen thousand three hundred and eighty-one pounds, and sold for eleven thousand nine hundred and forty-eight dollars.

A church was formed here in 1770, and its first pastor, the Rev. Stephen Tracy, was ordained in 1772. The meeting-house in this town is so singularly placed, that the rain from the east roof flows into the Connecticut, while that from the west passes to the Housatonic.

Peru lies twelve miles east from Pittsfield, and about five miles east from the depot of the western railroad at Hinsdale, one hundred and forty-three miles from Boston.

PETERSHAM.

WORCESTER Co. The natural situation of this town is very beautiful; it is elevated, but not hilly or uneven. The centre of the town lies upon the highest land in it, which is a large, long, flat hill, upon the highest part of which runs the principal street from north to south, and for upwards of three miles in length, affords a most commanding prospect, not only of the whole town, but of the towns adjoining. The soil is rich and fertile, and the land bears all kinds of grain, but it is most natural to grass and pasture.

Though the town is high, yet the

land is not dry, but stony and moist, abounding with springs and brooks. West brook, a considerable stream, rises in the town, and Swift river passes its eastern and southern borders. There are many manufactures in the town, such as cotton and woollen cloth, palm-leaf hats, leather, boots, shoes, chairs, cabinet-ware, &c. The streams afford good sites for mills, and are very valuable.

Petersham was first settled about the year 1738. The early settlers had much difficulty with the Indians who resided in the town, near *Niche-wag* Hill, the Indian name of the town. The first minister was the Rev. Aaron Whitney, who came with the first settlers, and remained here as pastor until 1775.

There are several handsome villages in the town; that in the central part is very beautiful; it lies twenty-seven miles north-west from Worcester, and about sixty-five west by north from Boston. The Fitchburg railroad passes through Athol, about five miles north from Petersham.

PHILLIPSTON.

WORCESTER Co. This town was formerly part of Templeton and Athol. At its incorporation, in 1786, the legislature gave it the name of Gerry. In 1814 it took its present name. The first minister in the town was the Rev. Ebenezer Tucker, in 1788.

This town is finely watered by streams and rivulets which flow into Swift and Miller's rivers.

The surface is uneven, consisting of hills and valleys, but the soil is productive. Two miles west of the meeting-house is situated a very fertile hill, large in extent, called Prospect Hill. There is an eminence on this hill which overlooks all the highlands for many miles around. Upon it are many excellent farms. About a mile from the centre village is Factory village and a fine pond.

The manufactures of the town consist of cotton and woollen goods, palm-leaf hats, leather, boots, shoes, &c.

Phillipston lies twenty-seven miles north-west from Worcester, and fifty-eight north-west by west from Boston. The railroad from Fitchburg to Vermont passes through this town.

PITTSFIELD.

BERKSHIRE Co. The territory of this beautiful town was granted to Boston in 1735. It was called "Boston Plantation," until it was sold to Jacob Wendell, in 1743; it then bore the name of Wendell's Town until its incorporation, in 1761, when it received its present name, in honor of William Pitt, the English statesman. It was first settled in 1752. Its Indian name was *Pontoosuck*, signifying a *run for deer*, a name we should vote for in preference to all the rest.

The first minister in the town was the Rev. Thomas Allen, in 1764. He was succeeded by his son, Rev. William Allen, D. D., in 1810. Dr. Allen was afterwards president of Bowdoin College, from 1820 to 1838. The third minister was the Rev. Herman Humphrey, D. D., in 1817. Dr. Humphrey was president of Amherst College from 1823 to 1845.

Pittsfield is bounded north by Lanesborough, east by Hinsdale, south by Lenox, and west by Hancock. It lies, by railroads, one hundred and fifty-one miles west from Boston, forty-nine east from Albany, forty-five northeast from Hudson; from thence to New York by the Hudson river is one hundred and sixteen miles. From Pittsfield to Bridgeport, on Long Island Sound, by the western and Housatonic railroads, is one hundred and nine miles, and from thence to New York by water, is sixty miles.

Solomon Deming and family, from Wethersfield, in Connecticut, were the first white settlers.

Mrs. Deming was the first white female who came into the town, and was often left alone through the night, by the necessary absence of her husband, when there was not another white inhabitant in the town, and the wilderness was filled with Indians.

She was the last, as well as the first, of the settlers, and died in March, 1818, aged ninety-two.

"Pittsfield has no mountains, except a point of Lenox mountain on the south, which extends a short distance into the town. The Taconic mountain, in Hancock, however, runs nearly parallel with the town line on the west, and a continuance of the Green mountain range bounds the town on the east.

"The Housatonic river, which is formed by a number of brooks, in the mountain towns east of Dalton, enters this town at the north-east corner, and after running about four miles in a south-westerly direction, and within half a mile of the centre of the village it takes a southerly direction, which it preserves through the town. There are some fine water privileges on this stream, some of which are unoccupied.

"The Pontoosuc river, or as it is sometimes called, the western branch of the Housatonic, flows from a small but beautiful lake, partly in this town and partly in Lanesborough. It is a beautiful sheet of water, about a mile and a half long, and a mile wide. The river is formed by the outlet of the lake, which is at the south-east corner. This stream runs nearly south, and passes the village of Pittsfield, about half a mile to the west. It pursues a southerly course, about three fourths of a mile to the south of the centre of the village, where it turns to the east and unites with the Housatonic. As this stream originates in a lake, it is not affected by droughts or freshets, while the fall is so considerable as to furnish a great number of invaluable water privileges. Most of the factories in the town are on this stream.

"The Shaker brook originates in Richmond pond, on the south line of the town. It runs north-easterly, and unites with the Pontoosuc river. There are good water privileges on this brook, two of which are already occupied.

"The soil is generally rich and productive. There is little or no

waste land in the town. There is a large quantity of alluvial land on the rivers, especially on the Housatonic which usually overflows its banks in the spring. There was formerly much wheat and rye raised in this town for the market, and the merchants exchanged beef, pork, butter, and cheese, for goods in New York. This is not now the case. A manufacturing and mechanical population, together with the schools, have within a few years, created a market at home."

The village is well located, and contains many beautiful buildings, which, with the fine scenery, and well cultivated farms that surround it, present a great variety to charm the eye and to gratify the taste of the intelligent agriculturalist.

In a beautiful square in this village, is "a large elm, which was left standing when the original forest was cleared away. It is one hundred and twenty-six feet in height, and ninety feet to the limbs. It is a striking object, and never fails to attract the notice of strangers."

Pittsfield is quite a busy place in manufacturing as well as agricultural operations. As early as 1837, the various manufactures of the town amounted to about seven hundred thousand dollars, since which they have greatly increased. In that year, the value of wool sheared in the town amounted to twenty thousand dollars.

Pittsfield is singularly located, as well as remarkably beautiful. In travelling from Northampton to Pittsfield, through Worthington and Peru, it seems as if our horses would never reach the summit level between the Connecticut and Housatonic. The height gained, we descend into a large, deep, and delightful valley, surrounded at a distance by high and picturesque mountains, with charming streams meandering at our feet. On looking around, one would think that he was as near the level of the sea as at Northampton or Worcester; but on noting the long and rapid course the Housatonic has to run and tumble before it reaches its resting-place, amid the tide-waters at Derby, in

Connecticut, he will find that that river, which glides so gently across the street at Pittsfield, is several hundred feet higher than the proud summit of Mount Holyoke.

Pittsfield has become quite a seat of learning. Besides the "Dillingham School," and Miss Hinsdale's select school, are the following institutions:—

THE BERKSHIRE MEDICAL INSTITUTION has handsome and commodious buildings, erected for its use, in the centre of Pittsfield. This institution was established in 1822, in connection with Williams' College, but became independent of it, by law, in 1837.

The lectures commence on the 8th of August, and continue thirteen weeks. Fees for the course fifty dollars. This institution has five professors, and generally about one hundred students. It is well conducted, and is an honor to the town, county, and state.

THE YOUNG LADIES' INSTITUTE, in this town, is located within a few minutes' walk of the western railroad and the centre of the village. It can be reached, at all seasons of the year, in two hours and a half from Albany or Hudson, in twelve from New York, in three from Springfield, and in eight from Boston.

In salubrity of climate, beauty of scenery, and environments of hill and valley, Pittsfield can hardly be surpassed. The long ranges of the Hoosic and Taconic mountains on the east, south, and west, with Saddle mountain on the north, enclose a valley of exceeding richness and fertility. In the very centre of this valley, on a gentle elevation, overlooking the town towards the south, and the country far and wide, stand the buildings of the institute, with a number of acres laid out in a circular garden, sloping from the green in front of the buildings towards the south, surrounded and intersected by spacious graveled walks, ornamented with shrubbery and flowers, tastefully set off with parterres and arbors, and enlivened by an artificial fountain.

The number of pupils for the sum-

mer term is generally about seventy-five.

The course of studies pursued in the institute is extensive and liberal, and cannot fail, in all cases where it is diligently and systematically prosecuted, to exert a decided influence over the female mind, and, through that powerful and pervading agency, to secure the most happy results in our rising republic.

THE BERKSHIRE JUBILEE, held at Pittsfield, August 22 and 23, 1844, was a most interesting and unique event in the history of our country. It was a meeting of the emigrants from Berkshire, and of its citizens; and the exercises of the occasion were a sermon, a poem, and an oration, with various addresses, and short poetical effusions, closing with the conviviality of a public dinner, under a broad tent. An account of the jubilee, including the sermon, &c., has been published in a book of two hundred and forty four pages.

The project of this convention originated with some emigrants residing in the city of New York, among whom were Rev. J. C. Brigham, Rev. R. S. Cook, Samuel R. Betts, Esq., Theodore Sedgwick, Esq., and William C. Bryant, Esq. A large committee in Berkshire coöperated with them in making and executing the necessary arrangements. Governor Briggs was the president, assisted by nearly fifty vice-presidents, and five chaplains, among whom were Dr. Shepherd, who had been the minister of Lenox about half a century.

The sermon was by Rev. MARK HOPKINS, D. D., president of Williams' College. It began as follows:—"And this is the Berkshire Jubilee!—we have come, the sons and daughters of Berkshire, from our villages, and hill-sides, and mountain-tops;—from the distant city, from the far west, from every place where the spirit of enterprise and adventure bears men, we have come. The farmer has left his field, the mechanic his work-shop,

the merchant his counting-room, the lawyer his brief, and the minister his people; and we have come to revive old and cherished associations, and to renew former friendships—to lengthen the cords and strengthen the stakes of every kind and time-hallowed affection.” The text was Psalms 116: “Return unto thy rest, O my soul; for the Lord hath dealt bountifully with thee.” God’s bounty to us was illustrated in the provision made for our physical wants, and in the aspects of nature, and the influences of society by which we have been surrounded. Under this head, the preacher described the peculiar advantages of the natives and citizens of Berkshire. In the second part of his discourse, he showed that there was no rest for the soul of man, except in God.

The sermon, delivered in the Congregational meeting-house, was followed by a poem by Rev. Dr. ALLEN, of Northampton, late president of Bowdoin College, a native and formerly minister of Pittsfield, who preached his first sermon in that house more than forty years before.

He said :—

“We stand amidst the scenes of early days :—
On brook and river, hill and mountain height,
On meadow, field, and lake once more we gaze,
Which fill’d our heart in youth with pure delight.

The rainbow’s wondrous arch first saw we here,

On gloomy eky when setting sun outshone—
Its hues of blue, and gold, and red all clear—
God’s sign no second flood the earth shall drown.

First heard we here the robin’s song of joy,
Outpouring from the tree at early morn;
The bluebird here first charm’d our gazing eye,
And sacred swallow on swift wing upborne.
Here first in infancy the look of love,
Dearer than rainbow’s hues, pure bliss confer’d :

Here first affection’s voice, as from above,
Struck sweeter on our ear than song of bird.
We come to think of what our fathers were—
Of mothers, sisters, brothers, here of yore;
To breathe again our childhood’s fragrant air,
And childhood’s loveliest home to see once more.

We come to strengthen in our inmost mind
Our child-learned principles, all good and true;
And here to worship, in one band entwined,
In Father-land our fathers’ God anew.”

In concluding his poem, of four or five hundred lines, he said :—

“Our fathers’ sepulchres ! farewell ! farewell !
Thus too may we find peaceful, glorious rest !
And, as our children on our memories dwell,
May they too thrill with joy and call us blest !”

The next day an oration was pronounced, on Jubilee Hill, by JOSHUA A. SPENCER, Esq., of Utica. He said :—“Since our return, we have seen the sun rise and set, where it rose and set to the eyes of our childhood; have looked upon the green hills which we beheld in the days of our youth; have visited the old dwellings of our fathers; looked into the well, and seen face answering to face in water, but not to the face of youth; we have drank from the old moss-grown bucket; trod the path-way to the old pasture, to the orchard, to the meadow; have rambled over our old bathing, and hunting, and fishing grounds; slacked our thirst at the same perennial spring, or gurgling rill; have run over the racing ground of our boyhood, and bathed in the same stream. Until this our return, we did not fully realize how ardently we love “our own, our native land.”

His historical account of Berkshire was instructive and interesting. The study of the Bible he recommended as essential to religious and civil liberty. “Let the religion and the example of our Pilgrim Fathers,” he said, “take a strong hold on the hearts of men, and constantly remind them, that obedience to the laws of our country, and respect to the civil magistrate are among the first and highest duties of every citizen.”

Mr. Spencer having stated that the first printing-press in the county was set up in Stockbridge, and the first newspaper, in 1789, the “Western Star,” soon followed by the “Sun,” at Pittsfield, Judge EZEKIEL BACON, of Utica, a native of Stockbridge, followed the orator, and corrected the error into which he had fallen, saying, that he held in his hand an earlier paper than the “Star;” it was the “Berkshire Chronicle,” “published

at Pittsfield by Roger Storrs," dated August 7, 1789, vol. I., No. 14. And he read from it various extracts, with amusing comments.

Only a brief account can be given of the other addresses. At the reception meeting, before the public exercises alluded to, THOMAS A. GOLD, Esq., of Pittsfield, in a friendly and hospitable address, welcomed the emigrant sons of Berkshire to their native soil. He was answered by the Rev. RUSSELL S. COOK, of New York. At informal meetings on the morning of the second day, addresses were made by Fred. Hollister, Esq., of Utica; Gov. George N. Briggs, of Pittsfield; Mr. J. B. Eldridge, of Hartford; J. W. Goodrich, Esq., of Worcester; Dr. Sabin of Williamstown; Dr. H. H. Childs, of Pittsfield; Rev. Joshua N. Danforth, of Alexandria; Rev. Timothy Woodbridge, of Spencer Town, and others.

At the dinner-table, where two or three thousand persons were seated, the president, Governor BATES, said:—"We have come together around this family board, sons and daughters, whose residences are scattered over the surface of *eighteen* of these twenty-six states. We may well say to ourselves, that we must be rather a promising family, to have our children spread thus far and wide over the four quarters of this great land, and gathered together again on an occasion of this kind." He stated the interesting fact, that when a member of Congress, he met in the house of representatives, seven or eight members, who were sons of Berkshire. He concluded with saying, "Welcome to these green valleys and mountains. Welcome to this feast, to our homes, to our hearts, welcome to everything. Once more I say, welcome! Other addresses were made by Marshall S. Bidwell, D. D. Field, and Theodore Sedgwick, Esqs., and Rev. Dr. Dewey, of New York; Judge Charles A. Dewey, of Northampton; Professor C. Dewey, and Timothy Childs, Esq., of Rochester, New York; Julius Rockwell, Esq., of Pittsfield; Judge Samuel

R. Betts, of New York; Rev. John Todd, of Pittsfield, and others.

The *poetical communications* were from Judge Bacón, Mrs. Sigourney, Mrs. Fanny Kemble Butler, William Pitt Palmer, Esq., Dr. O. W. Holmes, Mrs. Emily P. Dodge, and Mrs. L. Hyde. Other communications published in the jubilee book were furnished by John Mills, Esq., of Springfield; Thomas Allen, Esq., of St. Louis; Miss C. M. Sedgwick, of Lenox, and others.

The emigrant sons and daughters of Berkshire are scattered over the United States, and in other parts of the world. It has sent them out as missionaries to the western Indians, to the Sandwich Islands, to South America, to Greece, to Turkey, to Africa.

Among its emigrant distinguished ministers are Rev. Drs. Stone, of Brooklyn; Dewey, of New York; Brims-made and Eddy, of Newark; Yeomans, of Peru, and Leland, of South Carolina. Many of its sons are teachers, merchants, lawyers, and physicians, widely spread over our country; one of them, Dr. Anson Jones, is the president of Texas.

The deceased ministers of Berkshire were many of them eminent for their learning and patriotism; among whom were Mr. Sergeant, first missionary to the Housatonic Indians, President Edwards, and Drs. Hopkins, West, and Hyde. Rev. Thomas Allen, the first minister of Pittsfield, was not only a faithful pastor, but a zealous patriot of the revolution. In a campaign of three days, he accompanied his people to the field of battle, and participated in the contest and the victory of Bennington. Drs. Fitch, Moore, and Griffin, were presidents of Williams' College. Meta-physical theology has been much cultivated in Berkshire. It was in Stock-bridge, that Mr. Edwards, while a teacher of the Indians, wrote his celebrated Treatise on the Will. And Professor Tappan, once a minister of Pittsfield, has written three volumes in review of his treatise. The writ-

ings of Hopkins, West, and Griffin, are well known. Probably the few books on metaphysical theology, which have sprung from Berkshire ministers, are more in number and value, than the other publications on the subject in all North America.

The effect of this jubilee was so good and important, that it is to be hoped, that many similar jubilees will be celebrated in other counties and districts of our country.

PLAINFIELD.

HAMPSHIRE Co. The territory of this town was called *Pontoosuck* by the Indians. It was the north part of Cummington, incorporated as a district in 1785, and as a town in 1807. A church was formed here in 1786, but was without a regular pastor until 1792, when the Rev. Moses Hallock was settled.

"This township lies on the eastern side of the Green mountain range, and, as might be expected, the surface is undulating, and, in many parts rough and broken, less so, however, than that of the adjoining towns. Indeed, the summit of East Hill, on which is the principal village, may be considered as level through nearly the whole breadth of the town. The soil is good and strong, and well adapted for grass. The township is exceedingly well supplied with springs and rivulets. There are no large streams in the town. Mill brook is the largest. There are two ponds, both in the north-west part of the town; the North pond, which is about a mile long, and a half a mile wide, and the Crooked pond, so called from its figure. The scenery around these ponds is wild, and may perhaps be said to partake of the gloomy; for here, for the most part, the forests have never been touched, and nature, in all her wildness,

"Still on her bosom wears the enamel'd vest
That bloomed and budded on her youthful breast.

"The waters of the North pond empty into the Deerfield river at

Charlemont, while those of the Crooked pond empty into the South pond, in Windsor, which is the head of one of the branches of Westfield river. The North pond is dotted with islands, and is a favorite place of resort for anglers and parties of pleasure; and both have peculiar attractions to the botanist, as some very rare and interesting aquatic plants are found on the shores and in the water."

The manufactures of this town consist of woollen and cotton goods, cabinet-ware, leather, boots, shoes, palm-leaf hats, chairs, &c. The value of wool sheared in this town in one year was five thousand three hundred and seventy-nine dollars.

Plainfield lies twenty-seven miles north-west from Northampton, and one hundred and seventeen miles west by north from Boston.

We obtain the following account of the MOUNTAIN MILLER, who died in this town, in 1813, from Dr. Porter's history of Plainfield:—

"Deacon Joseph Beals, who will be known through the future ages of the church as the Mountain Miller, was a native of Bridgewater, in this state, and removed with his family to this place in 1779. Here, in 1789, a year of great scarcity, he met with a severe affliction, the loss of his house and nearly all his provisions by a fire. Previous to this, he had been depending on his external morality for salvation, considering a change as unnecessary. He now found that he could not truly submit to the will of God, and betook himself to the seeking of his salvation in earnest. After a season of distressing anxiety, the Saviour was pleased to reveal himself to his soul as 'the chief among ten thousand and altogether lovely,' and he suddenly broke forth in new strains of devotion, penitence, and praise, for redeeming love. From this time he consecrated himself to the service of his Saviour, and became distinguished for his meekness and humility, his life of prayer, his exemplary deportment at all times and in all places, particularly in the house of God; his abiding sense of



Landing of the Pilgrims at Plymouth, December 22, 1620.

— **Environ Monit Assess** (2008) 142:1–12



Landing of the Papineau at Plattsburgh, December 2nd, 1829.

the uncertainty of life and the retributions of eternity, his preciousness to the awakened sinner, his care for the spiritual welfare of his family, and of all with whom the providence of God brought him in contact, his perseverance in doing good, and his uniform and consistent piety. The pious traveller will hereafter delight to visit the place, consecrated by the residence of the Mountain Miller, to drink at the spring by the road-side, bursting from the rock, and shaded by two beautiful sugar maples, where he so often drank in passing between his house and mill, and, above all, to linger at the grave of this most devoted servant of the Most High."

See "The Mountain Miller," an interesting tract, by William A. Hallock.

PLYMOUTH.

PLYMOUTH Co. Shire town. This town lies in north latitude $41^{\circ} 57' 27''$, west longitude $70^{\circ} 40' 19''$. By the Old Colony railroad it is thirty-seven miles south-east from Boston.

The township of Plymouth was once much larger than it is at present; and it is now one of the very largest in point of territory, in the state. It extends on the coast about sixteen miles from north to south. The land is generally hilly, barren, and sandy; but a border of considerable extent on the seaboard, consists of a rich loamy soil. Numerous small streams cross the township in various directions, and there are more than fifty permanent ponds, and more than three thousand acres are covered with water.

The harbor is formed partly by a beach, extending three miles northerly from the mouth of Eel brook, south of the village. This beach, which serves to break the waves rolling in from Massachusetts Bay, has been much damaged by violence, and in former years even the safety of the harbor has been endangered. Large appropriations have been made by the town, as well as by the state, and recently by the general government, for the repair and preservation of the

beach, as essential to the preservation of the harbor.

Plymouth village is situated at the north part of the town; it is compactly built, and for the space of half a mile north and south from the town square, very few building lots are unoccupied. "Not a dwelling house of ancient date or antique form now remains in town. Those recently erected are in the style of modern architecture, and the largest proportion of the buildings in the place are painted of a light color, and exhibit an air of neatness and elegance."

Among the buildings most worthy of notice are Pilgrim Hall, the courthouse, and a Gothic structure, for the church of the first society.

In 1834, Colonel Sargent, of Boston, presented to the Pilgrim Society his valuable painting, representing the landing of the Fathers from the May Flower, in 1620. This painting, which decorates the walls of the Pilgrim Hall, is valued at three thousand dollars. It is about thirteen by sixteen feet, and represents all the prominent persons in the colony who first landed, being a most valuable and interesting acquisition. Among the antiquities in the cabinet of the Pilgrim Society, there is an antique chair, said to have belonged to Governor Carver, the identical sword-blade used by Captain Miles Standish, the identical cap worn by King Philip, and a variety of implements wrought of stone by the natives, such as axes, tomahawks, arrow-heads, &c.

The harbor of Plymouth is large, but not of sufficient depth for vessels of the largest class. Plymouth is celebrated for its shipping and ship-building. Many merchantmen are owned here, and large numbers are constantly engaged in the coasting-trade and fisheries. There is considerable water-power in the town, and this mother of all the towns in the land, is setting her daughters a good example of domestic industry.

"Plymouth was the first town built in New England by civilized man; and those by whom it was built were

inferior in worth to no body of men, whose names are recorded in history, during the last seventeen hundred years. A kind of venerableness, arising from these facts, attaches to this town, which may be termed a prejudice. Still, it has its foundation in the nature of man, and will never be eradicated either by philosophy or ridicule. No New Englander, who is willing to indulge his native feelings, can stand upon the rock, where our ancestors set the first foot after their arrival on the American shore, without experiencing emotions very different from those which are excited by any common object of the same nature. No New Englander could be willing to have that rock buried and forgotten. Let him reason as much, as coldly, and as ingeniously as he pleases, he will still regard that spot with emotions wholly different from those which are excited by other places of equal or even superior importance. We cannot wish this trait in the human character obliterated. In a higher state of being, where truth is universally as well as cordially embraced, and virtue controls without a rival, this prejudice, if it must be called by that name, will become useless, and may, therefore, be safely discarded. But in our present condition, every attachment, which is innocent, has its use, and contributes both to fix and to soften man. When we call to mind the history of their sufferings on both sides of the Atlantic, when we remember their preëminent patience, their unspotted piety, their immovable fortitude, their undaunted resolution, their love to each other, their justice and humanity to the savages, and their freedom from all those stains which elsewhere spotted the character even of their companions in affliction, we cannot but view them as illustrious brothers, claiming the veneration and applause of all their posterity.

"The institutions, civil, literary, and religious, by which New England is distinguished on this side the Atlantic, began here. Here the manner of holding lands in free soccage, now

universal in this country, commenced. Here the right of suffrage was imparted to every citizen, to every inhabitant not disqualified by poverty or vice. Here was formed the first establishment of towns, of the local legislature, which is called a town meeting, and of the peculiar town executive, styled the selectmen. Here the first parochial school was set up, and the system originated for communicating to every child in the community the knowledge of reading, writing, and arithmetic. Here, also, the first building was erected for the worship of God; the first religious assembly gathered; and the first minister called and settled, by the voice of the church and congregation. On these simple foundations has since been erected a structure of good order, peace, liberty, knowledge, morals, and religion, with which nothing on this side the Atlantic can bear a remote comparison."

BILLINGTON SEA. This fine sheet of water is about two miles south-west from the town, and from it issues the Town brook. In this pond there are two small islands. The largest, containing about two acres, having been planted with apple-trees, produces excellent fruit. This pond is well stocked with pickerel and perch. The majestic eagle is frequently seen cowering over this pond, and has for ages built its nests in the branches of the trees, visiting the flats in the harbor at low tide in pursuit of fish and birds. Loons, and the beautiful wood-duck, produce their young in sequestered retreats about this pond, annually.

The fallow deer, tenacious of their ancient place of rendezvous, continue to visit this pond for drink, and to browse on its margin. For many years this beautiful pond was a favorite resort for social parties. A house was erected on the bank, a pleasure-boat was in the pond, and tea-parties and fishing-parties united in the happiest enjoyments.

There are on the road to Sandwich, in the woods, two rocks, called Sacrifice rocks. They are covered with sticks and stones, which have been

accumulating for centuries. It was the constant practice among the aboriginals, to throw a stone or stick on the rock in passing. The late Rev. Mr. Hawley, who spent many years among the natives at Marshpee, endeavored to learn from them the design of this singular rite, but could only conjecture that it was an acknowledgement of an invisible Being, the unknown God whom this people worshipped. This pile was their altar.

BURYING HILL, formerly *Fort Hill*. Immediately in the rear of the town is a hill, rising one hundred and sixty-five feet above the sea-level, embracing about eight acres. On the summit of the south-west side, the pilgrims erected first some temporary defence, but, in 1675, on the approach of Philip's war, they erected a strong fort, one hundred feet square, strongly palisaded, ten and a half feet high. No other place could have been so well chosen, either for discovering the approach of savages, or for defending the town against their attacks. The settlement was rendered perfectly secure, and springs of water were at their command. The whole circuit of the fort is still distinctly visible; a watch-house of brick was also built. [see views of Plymouth 1620, 1846.]

The view presented from this eminence, embracing the harbor and the shores of the bay for miles around, is not, perhaps, inferior to any in the country. Let the antiquarian come at full tide, and when the billows are calmed, and seat himself on this mount, that he may survey the incomparable landscape, and enjoy the interesting associations with which he will be inspired. Immediately beneath the hill lies the town in full view, and beyond this the harbor and shipping. The harbor is a beautiful expanse of water, bounded on the south by Manomet point, and near which commences a beach three miles in length, breasting the rolling billows of the bay, and serving as a barrier to the wharves; and on the north-east is a promontory extending from Marsh-

field, called the Gurnet, on the point of which stands the light-house.

These several points, together with the opposite shores, completely enclose the harbor, having Clark's Island and Saquish in its bosom. Beyond these points opens the great bay of Massachusetts, bounded at the southern extremity by the peninsula of Cape Cod, which is distinctly visible, and spreading boundless to the north-east. On the north appears the flourishing village of Duxbury, shooting into the bay, and exhibiting a handsome conical hill, ever to be remembered as once the property and residence of the gallant Standish. Between Duxbury and Plymouth, is the harbor and pleasant village of Kingston.

Having taken a survey of this magnificent group, so exceedingly endeared to the New England antiquarian, and enjoyed a spiritual vision of the Mayflower, laden with men, women, and children, come as founders of a mighty empire, we are next led to view a scene of more solemn contemplation. The whole extent of the hill is covered with the symbols of mortality, the sepulchres of our venerated fathers. We tread on the ashes of some of those to whom we are indebted, under Providence, for our most precious earthly enjoyments, all that is valuable in life, much of principle and example which are consoling in death. With what solicitude do we search for a sepulchral stone, bearing the names of Carver, Bradford, and their glorious associates.

The following are the most ancient monuments which can be traced within this enclosure:—

"Here lies the body of Edward Gray, gent., aged about fifty-two years, and departed this life the last of June, 1681."

"Here lyes ye body of ye Honorable Major William Bradford, who expired February ye 20, 1703-4, aged 79 years.

"He lived long, but still was doing good,
And in his country's service lost much blood.
After a life well spent he's now at rest—
His very name and memory is blest."

The place where the pilgrims first located themselves was the whole extent of Leyden street, and its environs. This street extends from the town square to the shore, and terminates a little south of "Plymouth Rock," a deeply interesting spot, where our forefathers landed on the 22d of December, 1620, and which every lover of New England venerates and wishes to see.

In 1820, a society was instituted at Plymouth, called the *Pilgrim Society*, and was incorporated by the legislature of the state. The design of this

association is to commemorate the "great historical event" of the landing of the pilgrim fathers, "and to perpetuate the character and virtues of our ancestors to posterity."

An ANNIVERSARY COMMEMORATION of the landing of the pilgrims commenced in Plymouth on the 22d of December, 1769, and will, we trust, be continued in PILGRIM HALL, so long as the virtues, unparalleled sufferings, and the conscientious performance of the duties of piety and benevolence of our pilgrim fathers are held in veneration by a grateful people.

PLYMOUTH COUNTY.

PLYMOUTH, chief town. The soil of this most ancient county in New England is not so productive as that of many others in Massachusetts; yet there is considerable good land within its limits. It has a great water-power, which is more particularly applied to the manufacture of iron ware, of all sorts, both wrought and cast. It has an abundant supply of iron ore, of a superior quality.

This county has a sea-coast on Massachusetts Bay, of between thirty and forty miles, and many ships are built in its numerous ports, of native white oak. This county has considerable foreign commerce; but its shipping is principally engaged in the fishing business and coasting trade.

It is bounded north-east and east by Massachusetts Bay, north by Norfolk county and Boston harbor, north-west by Norfolk county, west by Bristol county, and south-east and south by Buzzard's Bay and Barnstable county. The North river, emptying into Massachusetts Bay, and numerous branches of the Taunton, are its chief rivers.

In 1837, there were in this county, eleven thousand four hundred and ten sheep. The value of manufactures, the year ending April 1, 1837, was four million eight hundred and ninety-six thousand nine hundred and seven dollars. The value of the fishery during the same period, was five hundred and eighty-two thousand four hundred and nineteen dollars. See *State Tables*.

COURTS IN PLYMOUTH COUNTY.

Supreme Court. LAW TERM. See *Barnstable County*. NISI PRIVS. At Plymouth on the tenth Tuesday next after the first Tuesday in March.

Common Pleas. At Plymouth, on the second Mondays in April and August, and on the first Monday of December.

Meetings of the County Commissioners. At Plymouth, on the third Tuesday in March, and on the first Tuesdays of August and January.

Probate Courts. At Plymouth, on the third Mondays of January, February, and May, on the second Mondays of April and August, and on the first Monday of December. At Scituate, on the first Tuesdays of March and June, and the last Tuesdays of August and November. At East Bridgewater, on the first Tuesdays of April, July, and October. At Middleborough, on the first Tuesdays in May, and the first Tuesdays of August and November. At Rochester, on Wednesday next after the first Tuesday in May, and on Wednesday next after the first Tuesday in November.

PLYMPTON.

PLYMOUTH Co. Before its incorporation in 1707, Plympton comprised the north-west part of Plymouth. Its Indian name was *Wenatukset*. A ministry commenced here in 1698, and the Rev. Isaac Cushman was settled the same year.

The original growth of forest trees here was rather superior in size and variety to other kinds within the ancient limits of Plymouth township; upland and swamp oak, maple, walnut, white pine, white cedar, pitch pine, were common. The *Wenatuckset*, a branch of Taunton river, passes through the western width of this town, and the natural meadows on this stream had early attractions, and first led to the settlement of these then "westerly precincts of Plymouth."

There are two pleasant villages in the town, and manufactures of cotton and woollen goods, nails, shovels, spades, hoes, forks, hoop rivets, shoes, leather, palm-leaf hats, chairs, and cabinet-ware.

A noble white oak was cut in this town a few years ago. It contained seven tons and seven feet of ship-timber, and two cords of fire-wood.

The Old Colony railroad passes through the town, twenty-nine and a half miles south-east by south from Boston, and seven and a half west by north from Plymouth.

PRESCOTT.

HAMPSHIRE Co. This town is bounded by New Salem on the north, Dana on the east, Greenwich on the south, and Pelham and Shutesbury on the west. It was formerly part of Pelham and New Salem.

The surface of this town is rough and uneven, and in some parts quite hilly; but it has a strong soil, with considerable arable land; the greater part of it, however, is better suited to grazing than tillage. There are some good mill-streams in the town, branches of Swift river; and some manufactures; but the inhabitants

are chiefly employed in agricultural labor.

Prescott lies eighteen miles north-east from Northampton, and sixty-seven west by north from Boston.

PRINCETON.

WORCESTER Co. This town was named for the Rev. Thomas Prince, a large proprietor, the chronologer of New England, and pastor of the Old South Church in Boston. It was formerly called the East Wing of Rutland, and is bounded north by Westminster, east by Sterling, south by Holden, and westerly by Rutland and Hubbardston.

The surface of Princeton is elevated, but agreeably diversified with undulating valleys. There are some noted high grounds in the town, the most prominent of which is *Wachusett* mountain, the Indian name of the township.

The inhabitants of Princeton are generally occupied in agricultural employments; the manufactures are consequently limited, and do not probably exceed in value fifty thousand dollars annually. They consist of shoes, leather, palm-leaf hats, chairs, and cabinet-ware. From the excellent grazing lands of this place, the city market is furnished with some of its best beef, butter, and cheese. Within a few years, large quantities of lumber, wood, and charcoal have been carried from this to the neighboring towns, particularly Worcester.

There are no large streams flowing in or through this town. The town is nevertheless well watered with brooks and small streams, which rise entirely within its limits. The waters of these streams divide, about equal portions flowing east to Massachusetts Bay, and west to the Connecticut. East, South, and West Wachusett brooks all rise at the foot of the mountain. The first, uniting with other small streams, is the source of the Nashua. The last-named constitutes the east branch of Ware river.

Wachusett mountain is situated in the north-westerly part of the town.

This mountain rears its conical head two thousand and eighteen feet above Massachusetts Bay. The base is covered with a heavy growth of wood, which dwindles to mere shrubbery as you approach the summit, giving the mountain, when seen from a distance, an exceedingly beautiful appearance. The hand of art could hardly have shorn its sides to more exactness, than nature has displayed, in proportioning the growth of wood to the ascent. The prospect from this mountain, on a clear summer morning, is delightful in the extreme. To the observer from its top, the whole state lies spread out like a map. On the one hand is visible the harbor of Boston, on the other, the Monadnock is seen rearing its bald and broken summit to the clouds, while the Hoosic and Green Mountains fade away in the distance, and mingle with the blue horizon. The numerous and beautiful villages, with their churches and spires, scattered thickly in all directions, give a charm to the scene. This mountain was much resorted to by the native Indians, and tradition says in many instances for the purpose of discovering the location of the early settlers, by means of the smoke of their fires. The roads to its base are so good, and its ascent not difficult, that it is now much visited during the summer months.

Princeton lies fifteen miles north by west from Worcester, nine miles southwest from the Fitchburg railroad at Leominster, and, by the latter, fifty-two miles west by north from Boston.

PROVINCETOWN.

BARNSTABLE Co. This noted harbor, and the first port the Mayflower made, on her passage with the pilgrim fathers, in 1620, is situated on the end of the peninsula of Cape Cod, and lies in the form of a hook. It averages about three miles and a half in length, and two and a half in breadth. The township consists of beaches and hills of sand, eight shallow ponds, and a great number of swamps. Cape har-

bor, in Cape Cod Bay, is formed by the bending of the land nearly round every point of the compass, and is completely land locked and safe. It is of sufficient depth for ships of any size, and it will contain more than three thousand vessels at once, and is a place of great importance to navigation in this quarter.

The village stands on the north-western side of the harbor, on the margin of a beach of loose sand. The houses are mostly situated on a single street, about two miles in length, passing round near the water's edge. A chain of sand hills rises immediately back from the houses. These hills are in some places partially covered with tufts of grass or shrubs, which appear to hold their existence by a frail tenure on these masses of loose sand, the light color of which strongly contrasts with few spots of deep verdure upon them. These hills, with the numerous wind or salt mills, by which the salt water is raised for evaporation, thickly studding the shore throughout the whole extent of the village, give this place a most singular and novel appearance.

An elaborate and highly interesting report of a survey of this harbor and the extremity of Cape Cod, by Major J. D. Graham, has been printed by order of Congress.

The report is accompanied by a series of tables, showing the result of a long course of observations on the tide, which are not only curious, but may be useful to those who are in a situation for pursuing their speculations on this subject, by comparing them with the results of similar observations in other places.

The fulness and precision of these tables indicate the care and labor with which the work has been prosecuted. The result is of a nature to show the great importance of this position, both as a naval and commercial station.

The value of Cape Cod harbor to our naval and mercantile marine in time of war is inappreciable. In possession of an enemy, it would afford facilities for annoying our commerce, without exposure to the gales that so

often sweep along the coast. Fortified, and in the occupancy of a portion of our navy, it offers a secure retreat, accessible at all seasons, and sheltered from every storm.

There are more than one hundred vessels belonging to this place, employed in the whale, cod, and mackerel fisheries, besides a large number engaged in the merchant service and coasting business. Fifty thousand bushels of salt have been made here in a year.

During the stay of the pilgrims at Provincetown, in November, 1620, Susanna, the wife of William White, gave birth to a son, who was named Perigrine; being the first English child born in New England. He died at Marshfield in 1764, aged eighty-four.

Provincetown lies forty-five miles north from Barnstable, by land, and twenty-six by water. It is one hundred and ten miles east south-east from Boston, by land, and fifty-five by water. From Provincetown to Gloucester harbor, across the bay, is about fifty miles.

QUINCY.

NORFOLK Co. This town was formerly the first and north parish in the ancient town of Braintree, and included what was called "Dorchester Farms," and a romantic point of land called *Squantum*, jutting out between Quincy and Dorchester bays, now a noted watering place, and once the residence of *Chickataubut*, a celebrated Indian chief.

This territory, in common with that of Braintree and Randolph, belonged to Boston, until the incorporation of Braintree as a town, in 1640. It was the first part of Braintree that was settled, and had been generally called Mount Wollaston, for Captain Wollaston, one of the first settlers, in 1625.

In 1792, this part of Braintree was made a separate town, and called QUINCY, to perpetuate the family name of one of its first proprietors, a name that will ever be dear to the lover of American liberty.

Quincy is bounded north by Dorchester, east by Boston harbor, south by Weymouth and Braintree, and west by Milton.

The surface of the town is diversified by hills, valleys, and plains. The soil is generally of an excellent quality, and under good cultivation. There are large tracts of salt meadow in the town, and many large and beautiful farms, which, in respect to soil and skilful management, may vie with any in the state.

The village in the centre of the town, is situated on an elevated plain, and is remarkable for its neatness and beauty. In this village is a stone church, designated the "Adams Temple." This building was dedicated, 1828, and cost forty thousand dollars. Within its walls is a beautiful marble monument to the memory of the Hon. John Adams and his wife.

The town house, in this village, is a noble building, eighty-five feet by fifty-five. It is built of granite, and is a better specimen of the Quincy stone, than the walls of the church.

The ancestral estate of the Quincy family comprises one of the most beautiful and well cultivated farms in New England. It is the property of Josiah Quincy, LL. D., an eminent agriculturist, president of Harvard University from 1829 to 1845, and the only child of the patriot, Josiah Quincy, jr.

About two miles east from the village is Quincy Point, at the junction of Town and Weymouth Fore rivers, and near Newcomb's neck, in Braintree. This is a delightful spot, and contains many handsome buildings. This point of land, with a peninsula near it, called Germantown, are admirably located for ship-building, and for all the purposes of navigation and the fishery. Here is a fine harbor, a bold shore, and a beautiful country, within ten miles of the capital of New England.

Germantown was first settled by a number of weavers and glass makers from Germany, who made an unsuccessful attempt to manufacture glass

and cloth, some time between 1750 and '60. At this place, the great ship Massachusetts was built in 1789, the largest vessel at that time in the country. Germantown is fast rising into notice, in consequence of its easy access, beauty, and navigable facilities. An excellent family school has been kept here some years by the Misses Sullivan.

The manufactures of the town consist of boots, shoes, leather, vessels, salt, carriages, harnesses, hats, books, coach lace, granite, slate stone, &c.; the annual value of which, with the fisheries, amounted several years ago, to more than half a million of dollars. These manufactures have since increased, and new ones have been added; but the manufacture of granite, or sienite, so universally known and justly celebrated as the "QUINCY GRANITE," is the most important article of manufacture in the town.

About two miles back from Quincy bay, in Boston harbor, is a range of elevated land, in some parts more than six hundred feet above the sea, containing an inexhaustible supply of that invaluable building material, the Quincy granite, so much used and approved in all our Atlantic cities, for its durability and beauty. This range of granite extends through Milton, Quincy, and Braintree, but more of it is quarried in Quincy than in the other towns.

In 1844, about one hundred thousand tons of this valuable article was quarried and wrought in Quincy, by the most skilful workmen, into all dimensions, both plain and ornamental. There were in the town about twenty companies engaged in the business, employing about eight hundred hands. Pieces of this granite have been obtained in these quarries weighing three hundred tons each, from which the columns of the new Custom House, and Merchant's Exchange, in Boston, were made, and to which we refer the reader as specimens of its quality and finish.

By means of a railroad from these quarries to the tide-waters of Nepon-

set river, and of a canal to the centre of the town, this stone is transported with great expedition and little cost. Railway village, see *Milton*.

These quarries of granite to the town of Quincy are of more value than a mine of gold, and it is fortunate for the public that the supply is abundant, for the demand for it from various parts of the United States is constant and increasing.

Quincy lies eight miles south by east from Boston, and ten east from Dedham, and there is perhaps no town in the state, of its distance from Boston, that has risen to greater prosperity than Quincy. It has long been the centre of considerable trade and manufacture, and its excellent roads, with its beautiful location on Boston harbor, have made it the chosen residence of many people of taste and affluence; but now, when Quincy has become united to Boston by the Old Colony railroad, as closely in point of convenience, as Boston and Charlestown, no one can doubt the rapid increase of population and wealth of this delightful town.

The first church in this place was gathered in the year 1639.

SUCCESSION OF THE CLERGY.

Rev.	Set.	Died or res.	Æ
Wm. Thompson,	1639.	1668.	68.
Henry Flint,	1640.	1668.	66.
Moses Fiske,	1672.	1708.	66.
Joseph Marsh,	1709.	1726.	41.
John Hancock,	1726.	1744.	42.
Lemuel Bryant,	1745.	res. 1753.	
Anthony Wibird,	1755.	1800.	72.
Peter Whitney,	1800.	1843.	73.
Wm. P. Lunt,	1835.		

Two presidents of the United States, father and son, were natives of this place. JOHN ADAMS, born October 19, 1735. JOHN QUINCY ADAMS, born July 11, 1767.

The senior Mr. Adams graduated at Harvard University in 1755, and was distinguished for his diligence and genius. He studied law at Worcester, and was admitted to practice

in 1758. He commenced the labors of his profession in Braintree, his native town, and soon obtained business and reputation. In 1764, Mr. Adams married Miss Abigail Smith, a granddaughter of Colonel Quincy, a lady as distinguished for her accomplishments and virtues as for the elevated station in society which Providence had destined her to fill. Mrs. Adams died at Quincy, December 28, 1818, aged seventy-four.

In 1765, Mr. Adams removed to Boston; here he obtained an extensive legal practice, and, refusing all offers of patronage from the British government, espoused the cause of his native country with an ardor peculiar to himself, firmly resolved to sink or swim with its liberties. He was elected a member of Congress, and was among the foremost in recommending the adoption of an independent government. In 1777, Mr. Adams was chosen commissioner to the Court of Versailles. In 1779, he was appointed minister plenipotentiary to negotiate a peace and a commercial treaty with Great Britain. In 1780, he went ambassador to Holland, and in 1782, to Paris, to negotiate a treaty of peace with Great Britain, having received the assurance that that power would recognize the independence of the United States. In 1785, Mr. Adams was appointed the first minister to the Court of St. James. After remaining in Europe nine years, he returned to his native country, and in 1789, was elected first Vice President of the United States, which office he held during the whole of Washington's administration. On the resignation of Washington, in 1797, Mr. Adams became President of the United States, which office he sustained until the election of Mr. Jefferson, in 1801. Soon after this, Mr. Adams retired to his farm in Quincy, and spent the remainder of an eventful life in rural occupations, the pleasures of domestic retirement, and those enjoyments which a great and good mind always has in store.

The account that Mr. Adams gives in a letter to a friend, of his introduc-

tion to George III., at the Court of St. James, as the first minister from the *rebel colonies*, is very interesting. The scene would form a noble picture, highly honorable both to his majesty and the republican minister.

Here stood the stern monarch who had expended more than six hundred millions of dollars, and the lives of two hundred thousand of his subjects in a vain attempt to subjugate freemen; and by his side stood the man, who, in the language of Jefferson, "was the great pillar of support to the declaration of independence, and its ablest advocate and champion on the floor of Congress."

Mr. Adams says, "At one o'clock, on Wednesday, the first of June, 1785, the master of ceremonies called at my house, and went with me to the secretary of state's office, in Cleaveland row, where the Marquis of Carmarthen received and introduced me to Mr. Frazier, his under secretary, who had been, as his lordship said, uninterruptedly in that office through all the changes in administration for thirty years. After a short conversation, Lord Carmarthen invited me to go with him in his coach to court. When we arrived in the antechamber the master of the ceremonies introduced him and attended me while the secretary of state went to take the commands of the king. While I stood in this place, where it seems all ministers stand upon such occasions, always attended by the master of ceremonies, the room was very full of ministers of state, bishops, and all other sorts of courtiers, as well as the next room, which is the king's bed-chamber. You may well suppose I was the focus of all eyes. I was relieved, however, from the embarrassment of it, by the Swedish and Dutch ministers, who came to me and entertained me with a very agreeable conversation during the whole time. Some other gentlemen whom I had seen before, came to make their compliments to me, until the Marquis of Carmarthen returned, and desired me to go with him to his majesty. I went with his lordship through the levee room, into

the king's closet. The door was shut, and I was left with his majesty and the secretary of state alone. I made three reverences; one at the door, another about half way, and another before the presence, according to the usage established at this and all the northern courts of Europe, and then I addressed myself to his majesty in the following words:—

“‘Sire: the United States have appointed me minister plenipotentiary to your majesty, and have directed me to deliver to your majesty this letter, which contains the evidence of it. It is in obedience to their express commands, that I have the honor to assure your majesty of their unanimous disposition and desire to cultivate the most friendly and liberal intercourse between your majesty's subjects and their citizens, and of their best wishes for your majesty's health and happiness, and for that of your family.

“‘The appointment of a minister from the United States to your majesty's court will form an epoch in the history of England and America. I think myself more fortunate than all my fellow-citizens, in having the distinguished honor to be the first to stand in your majesty's royal presence in a diplomatic character; and I shall esteem myself the happiest of men if I can be instrumental in recommending my country more and more to your majesty's royal benevolence, and of restoring an entire esteem, confidence, and affection; or, in better words, “the old good nature and the good old humor,” between people who, though separated by an ocean, and under different governments, have the same language, a similar religion, a kindred blood. I beg your majesty's permission to add, that although I have sometimes before been instructed by my country, it was never in my whole life in a manner so agreeable to myself.’

“The king listened to every word I said, with dignity, it is true, but with apparent emotion. Whether it was my visible agitation, for I felt more than I could express, that touched

him, I cannot say; but he was much affected, and answered me with more tremor than I had spoken with, and said:—

“‘Sir: the circumstances of this audience are so extraordinary, the language you have now held is so extremely proper, and the feelings you have discovered so justly adapted to the occasion, that I not only receive with pleasure the assurance of the friendly disposition of the United States, but that I am glad the choice has fallen upon you to be their minister. I wish you, sir, to believe, and that it may be understood in America, that I have done nothing in the late contest but what I thought myself indispensably bound to do, by the duty which I owed my people. I will be frank with you. I was the last to conform to the separation; but the separation having become inevitable, I have always said, as I now say, that I would be the first to meet the friendship of the United States as an independent power. The moment I see such sentiments and language as yours prevail, and a disposition to give this country the preference, that moment I shall say—let the circumstances of language, religion, and blood, have their natural full effect.’

“I dare not say that these were the king's precise words; and it is even possible that I may have, in some particulars, mistaken his meaning; for although his pronunciation is as distinct as I ever heard, he hesitated sometimes between members of the same period. He was, indeed, much affected, and I was not less so, and therefore I cannot be certain that I was so attentive, heard so clearly, and understood so perfectly, as to be confident of all his words, or sense. This I do say, that the foregoing is his majesty's meaning, as I then understood it, and his own words, as nearly as I can recollect them.

“The king then asked me whether I came last from France; and upon my answering in the affirmative, he put on an air of familiarity, and, smiling, or rather, laughing, said, ‘There is an opinion among some

people that you are not the most attached of all your countrymen to the manners of France.' I was surprised at this, because I thought it an indiscretion, and a descent from his dignity. I was a little embarrassed; but determined not to deny truth on the one hand, nor lead him to infer from it any attachment to England, on the other, I threw off as much gravity as I could, and assumed an air of gaiety, and one of decision, as far as was decent, and said, 'That opinion, sir, is not mistaken; I must avow to your majesty, I have no attachment but to my own country.' The king replied as quick as lightning, 'An honest man will never have any other.'

"The king then said a word or two to the secretary of state, which being between them, I did not hear, and then turned round and bowed to me, as is customary with all kings and princes when they give the signal to retire. I retreated, stepping backwards, as is the etiquette; and making my last reverence at the door of the chamber, I went to my carriage."

Mr. Adams died on the 4th of July, 1826, with the same words on his lips which fifty years before, on that day, he had uttered on the floor of Congress, "Independence forever."

JOHN HANCOCK, LL. D., was born in this place, in 1737. As president of the illustrious Congress of 1776, he signed the Declaration of Independence, and was the first governor of Massachusetts, under the constitution. He died in that office, October 8, 1793.

"Sacred to the memory of JOSIAH QUINCY, jun., of Boston, Barrister of Law, youngest son of Josiah Quincy, Esq., late of this place. Brilliant talents, uncommon eloquence, and indefatigable application raised him to the highest eminence in his profession. His early, enlightened, inflexible attachment to the cause of his country is attested by monuments more durable than this, and transmitted to posterity by well-known productions of his genius. He was born the 23d of February, 1744, and died the 26th of

April, 1775. His mortal remains are here deposited, with those of Abigail his wife, daughter of William Phillips, Esq., born on the 14th of April, 1745, died the 25th March, 1793.

"Stranger, in contemplating this monument—as the frail tribute of filial gratitude and affection,

"Glow thy bold breast with patriotic flame?
Let his example point the paths of fame!
Or seeks thy heart, averse from public strife,
The milder graces of domestic life?
Her kindred virtues let thy soul revere,
And o'er the best of mothers drop a tear!"

RANDOLPH.

NORFOLK Co. Randolph was the south parish of good old Braintree until its incorporation, in 1793. It was named in honor of Peyton Randolph, of Virginia, the first president of the American Congress.

A church was formed in 1731, and Rev. Elisha Eaton was ordained the first pastor, the same year. He continued about nineteen years in the ministry, when he resigned, and was succeeded by the Rev. Moses Taft, who continued in the pastoral office nearly forty years. Rev. Jonathan Strong, D. D., was ordained colleague pastor with Mr. Taft, in 1789. Dr. Strong died in 1814, and was succeeded by Rev. Thaddeus Pomeroy. Mr. Pomeroy was dismissed in 1820, and was succeeded by Rev. Calvin Hitchcock. "During Mr. Pomeroy's ministry, the east part of the town of Randolph became a separate society. They erected a meeting-house, organized a church, and on the 29th of December, 1821, Rev. David Brigham, the first pastor, was ordained."

Part of Punkapog pond lies in the town, and the Manahquot river rises here, but the town is quite destitute of water-power.

The land is elevated between the waters of Massachusetts Bay and Taunton river.

The surface of the town is generally undulating, and the soil strong and productive. There are two very pleasant and flourishing villages in the town, East and West, surrounded by

fertile and well cultivated fields. Randolph has long been noted for the industry of its people, in the manufacture of boots and shoes. There are manufactures of leather, and many other articles in the town, but that of boots and shoes is the principal; the value of which is about a million of dollars annually.

The late Amasa Stetson, Esq., gave to this, his native town, a large and handsome town-hall, and made liberal donations for the accommodation and support of its schools.

Randolph lies fourteen miles south from Boston, twelve south-east from Dedham, and seven south south-west from Weymouth Landing. The railroad from Boston to Fall River will pass about midway between the two villages, which are about two miles apart.

RAYNHAM.

BRISTOL Co. This town was a part of Taunton until 1731. It was first settled in 1650. Its Indian name was *Hockamock*. The first minister in the town was the Rev. John Wales, in 1731; he died in 1765, and was succeeded by the Rev. Peres Forbes, LL. D., in 1766.

The surface of the town is generally level, and the soil is light and not very productive. On its southern and eastern borders Raynham is finely watered by Taunton river, and it contains a number of large and beautiful ponds.

In this town are large manufactures of bar iron, nails, anchors, iron castings, shovels, forks, coffee mills, straw bonnets, &c.; annual value about half a million of dollars.

"The first adventurers from England to this country, who were skilled in the forge iron manufacture, were two brothers, viz., James and Henry Leonard. They came to this town in the year 1652, which was about two years after the first settlers had planted themselves upon this spot; and in the year 1652, these Leonards here built the first forge in America."

"The original Leonard house in this

town is still occupied by one c. the family, of the sixth generation from the builder, and, so far as we are informed, is the oldest mansion now standing in this country. The vane at one of the gable-ends is inscribed with the date 1700; but there is little doubt of the house having been erected at least thirty years previous. The workmanship, especially within, is remarkably massive and sound. It is apparently modelled after an English fashion of the eighteenth century, with some modifications proper for defence against the Indians. It was garrisoned during the war. The Fowling pond, still so called, has become a thick swamp. An aged gentleman was living not many years since, who, in boyhood, had frequently gone off in a canoe, to catch fish in its waters. Indian weapons and utensils are still found on its borders."

Raynham contains a pleasant village near the centre of the town, about three miles north-east from Taunton. From Taunton to Boston by the railroad is thirty-five miles.

READING.

MIDDLESEX Co. The territory of this town was called Lynn village, and was a part of Lynn until its incorporation, in 1644. The first minister in the town, the Rev. Daniel Putnam, was settled in 1720, and died in 1759.

The surface of the town is pleasantly diversified by hills and valleys; the soil is generally good, in some parts excellent; and the town is watered by Ipswich river.

In 1644, the manufactures of Reading were, boots and shoes, value two hundred thousand dollars; cabinet-ware and clocks, value one hundred and forty-three thousand dollars; coach lace, value six thousand dollars; tin ware, five thousand dollars; total value three hundred and fifty-four thousand dollars.

There are two very pleasant and flourishing villages in the town; Wood End village lies at the south part of the town, through which the Boston

and Maine railroad passes, and West village, about three miles north of the other.

Reading lies thirteen miles north from Boston, ten west from Salem, eighteen south-east from Lowell, and seventeen north-east from Concord.

—
“In affectionate remembrance of James Bancroft, Esq. Venerated and beloved while living, his memory is blessed. Guided by Christian principle, he was enabled, through a long and useful life, to perform its various duties with fidelity. A defender of his country in her struggle for independence, he was magnanimous and devoted in the discharge of numerous civil offices, disinterested and faithful; and a deacon in the first church in the place during forty-six years, distinguished by integrity, consistency, and independence. In private life he was endeared by mildness and benignity, and ever evinced obedience to the first command by an observance of the second ‘like unto it.’ He was gathered to his fathers, ‘as a shock of corn in its season,’ May 17, 1831; *Æt.* 92.”

REHOBOTH.

Bristol Co. The original limits of Rehoboth were extensive, comprehending the present town, Seekonk, Pawtucket, Attleborough, and part of Swansea; and Cumberland and Barrington, Rhode Island. The first purchase of land here for a settlement was made of Massasoit, in 1641, comprehending a tract of land about ten miles square, embracing the present towns of Rehoboth, Seekonk, and Pawtucket. The first white settler in the original limits of the town was William Blackstone, a non-conformist minister of England, who fled from persecution, and sought an asylum in the wilds of America. He was the first white man who lived on the peninsula where the city of Boston now stands. He sold his lands on the peninsula in 1634, and probably removed to Rehoboth the next year. He located himself in what is now Cumberland,

Rhode Island, on the river which bears his name, about three miles above the village of Pawtucket. His house, which he named “Study Hall,” stood near the east bank of the river, a few rods east of a knoll which rises abruptly from the meadow on the brink of the river to the height of sixty or seventy feet. His grave, and the well which he dug, are still to be seen. The celebrated Roger Williams when driven from Massachusetts, first pitched his tent in the limits of Rehoboth, and resided there for a short period. The Indian name of the town was *Wannamoisset*.

This town has a varied surface, with a thin soil, and well watered by Palmer’s river, and other fine mill streams. Its manufactures consist of cotton goods, leather, shoes, cutlery, ploughs, straw bonnets, carpenters’ and joiners’ tools, wagons, ox-yokes, bobbins, cotton batting, &c.

Rehoboth lies ten miles south-west from Taunton, and eight from the depot at Attleborough, from which to Boston is thirty-one miles.

Rev. Samuel Newman may be considered as the founder of Rehoboth. He removed here with part of his church in Weymouth, in 1644. Mr. Newman was a man of great learning and piety. He compiled a Concordance of the Bible, an herculean labor, which was published in London in 1643, in folio. After his removal to Rehoboth, (now Seekonk,) he revised this work, and greatly improved it, using in the evening, according to President Styles, pine knots instead of candles. He died in 1663, aged sixty-three. “The manner of his death,” says Elliot, “was peculiar. He had a certain premonition of it, and seemed to triumph in the prospect of its being near. He was apparently in perfect health, and preached a sermon from these words, Job xiv. 14,—‘*All the days of my appointed time will I wait till my change come.*’ In the afternoon of the following Lord’s day he asked the deacon to pray with him, saying he had not long to live. As soon as he had finished his prayer, he said the time was

come when he must leave the world; but his friends seeing no immediate signs of dissolution, thought it was the influence of imagination. But he turned round, saying, 'Angels, do your office,' and immediately expired."

RICHMOND.

BERKSHIRE Co. This is another delightful valley town among the mountains of Berkshire. Its Indian name was *Yokun*, and after its settlement, in 1760, it was called Yocun-town, but at its incorporation in 1765, the popularity of the Duke of Richmond deprived the poor Indian of the honor of its name.

Richmond is bounded north by Hancock and Pittsfield, east by Lenox, south by Stockbridge and West Stockbridge, and west by Canaan, in the state of New York.

This town comprises an extensive, fertile, and beautiful valley, enclosed by elevated hills on the east and west. From these hills, enchanting landscapes are presented. Even Englishmen say that the natural scenery of this place is superior to that of the celebrated Richmond Hill in England.

This town produces in great abundance all kinds of agricultural products common to the most fertile and best cultivated lands in the state; a great variety of woods; iron ore; good brick clay, and limestone, and handsome marble. There is some water-power in the town, and its manufactures consist of pig iron, shovels, spades, forks, hoes, leather, boots, shoes, &c.

In the valley in this town is a wide street, extending some miles, on each side of which are neat farm-houses, and mechanics' shops, making a fine appearance. Through this valley the western railroad passes, eight miles south-west from Pittsfield, one hundred and fifty-nine west from Boston, and forty-one east from Albany.

A church was formed in Richmond about 1765. In 1767, the Rev. Job Swift, afterwards the minister of Bennington, Vermont, was settled as their pastor. He was a native of Sandwich, Massachusetts, and a

graduate of Yale College, in 1765. President Dwight says, "Dr. Swift was one of the best and most useful men I ever knew. To the churches and ministers of Vermont he was a patriarch; and wherever he was known he is remembered with the greatest veneration."

ROCHESTER.

PLYMOUTH Co. This is a large township on the north-west side of Buzzard's Bay, having Fairhaven on its south-west, Wareham on its north-east, and Middleborough on its north. This territory was called *Setipican* by the Indians; and the site of the beautiful village *Mattapoiset*, was so called by them, as its name signifies, a *resting-place*; it having been a famous resort of the red-skinned gentry of the interior to enjoy their clam-bakes and chowders.

The location of Rochester for navigation and the fisheries is exceedingly favorable; it having two excellent harbors, *Mattapoiset* and *Sippican*, with an easy access to the ocean. The people of the town improve these privileges very successfully; they own a number of whale ships and merchantmen, and large numbers of smaller vessels engaged in domestic fisheries, and the coasting-trade. The towns in this part of the state are noted for their excellent white oak timber, and for its application to ship-building; and Rochester, with its fine coast on the bay, of some ten miles, has sent a great number of vessels to the ocean in aid of the commerce of the country.

Mattapoiset river, which rises in *Snipatuit* pond, a large sheet of water in the town, about nine miles from *Mattapoiset* village, *Sippican* and *Weweantic* rivers, afford the town a good water-power. The manufactures consist of bar iron, vessels, boots, shoes, and various other articles. Large quantities of salt are made at this place.

The surface of the town is pleasantly varied; some parts of it are rocky and unfit for cultivation; while

other parts vary from a tolerable soil to the very best.

The two principal villages in this town are Mattapoiset and Sippican; They are both flourishing sea-ports; the former is about four miles southwest from the latter. Mattapoiset lies twenty-four miles south-south-west from Plymouth, six miles east by north from New Bedford; from thence to Boston is fifty-five miles.

ROCKPORT.

Essex Co. This was a part of the ancient town of Gloucester until its incorporation in 1840, when it received the appropriate name of Rockport. It comprises all the seaward portion of the extremity of Cape Ann, with its islands, and that part of Gloucester long known as Sandy Bay, which opens to the sea on the north-east.

Since the first settlement of the country, Sandy Bay, in common with Gloucester, has been associated with the enterprise of the fisheries; and of rearing its sons for the manly exercise of a nautical life; thereby rendering them serviceable to their country abroad, and fit companions for its intelligent and rosy-cheeked damsels at home.

There are two pleasant villages in the town; Sandy Bay and Pigeon Cove, about a mile apart, the inhabitants of both of which are largely engaged in the cod and mackerel fishery. At Pigeon Cove, are inexhaustible quarries of excellent granite, of a lighter color, and rather harder than that of Quincy. These quarries are so near the sea-shore that vessels can be laden with trifling expense. This stone, under such circumstances, is of great value to the town. Twenty-five vessels were constantly engaged in freighting this stone in the summer of 1845.

Artificial harbors have been constructed at both villages; and at the village of Sandy Bay, the national government has expended within a few years about fifty thousand dollars in the construction of a break-water, which has been partially thrown

down by the violence of the sea; and it is thought by some that an expenditure equal to that already made, is necessary to make it answer the purposes had in view in its erection.

Although the town derives its name from the character of its shores and surface, it contains many large tracts of clear land. These, however, have mostly been brought to their present state, by the industry of the people in clearing them of rocks. This town is a resort for many strangers during the summer months, who here enjoy refreshing sea-breezes, and the sublimity of ocean views.

Rockport lies four miles north-east from Gloucester harbor, thirty-two north-east from Boston, and eighteen north-east from Salem.

ROWE.

FRANKLIN Co. This is a mountainous town, adjoining Whitingham, in the state of Vermont. It has Heath on the east, Charlemont on the south, and Monroe and Florida on the west. Deerfield river passes its western border. There is some arable land in the town, but the lands generally are best adapted to pasturage, and many cattle and sheep are fed here.

In 1838, the legislature annexed a part of an unincorporated tract, called *Zoar*, to this town. This tract comprised one thousand eight hundred and seventy-five acres of land, adjoining the south part of the town, on which were six families. One of the cordon of forts, erected about 1744, for a defence against the French and Indians, was situated in this town. The ruins of this fortification, called *Fort Pelham*, are situated south-east of the Congregational church in the centre of the town, on Pelham brook, a small stream, being the only one passing through the town. Rev. Preserved Smith, the first minister, was settled here in 1787.

Rowe has a neat village near the centre of the town, about twenty-two miles west north-west from Greenfield, and one hundred and twelve west north-west from Boston.

ROWLEY.

Essex Co. This town was first settled by a party of industrious and pious persons from Yorkshire, England, in 1638. They erected the first fulling-mill in New England, and manufactured the first cloth in North America.

There are a great variety of soils in this town; a large part is salt meadow, and the residue is fertile and productive. It comprises a part of Plum Island, and large tracts of woodland. It is watered by Rowley river, which affords a water power, and which, before its junction with Plum Island Sound, forms a harbor for vessels of moderate draught of water, where many vessels have been built.

Ancient Rowley was divided in 1838; its western part was detached, and incorporated by the name of George town. Rowley possesses some manufacturing interest, and a very valuable agricultural one, to the latter of which its inhabitants are principally devoted.

This ancient town is very pleasant, and has been the birth-place of many learned and distinguished men.

By the eastern railroad, which passes through the town, Rowley lies twenty-nine miles north from Boston, fifteen north by west from Salem, and five south from Newburyport. From Rowley to Lowell is twenty-four miles.

"Sacred to the memory of the Rev. **EZEKIEL ROGERS**, first minister of the church in Rowley, who emigrated from Britain to this place, with his church and flock, in 1638. He finished his labors and life, 23 January, 1660, in his seventieth year. He was a man of eminent piety, zeal, and abilities. His strains of oratory were delightful. Regeneration and union to Jesus Christ, by faith, were points on which he principally insisted. He so remarkably expressed the feelings, exercises, motives, and characters of his hearers, that they were ready to exclaim, who hath told him all this? With the youth he took great pains,

and was a tree of knowledge laden with fruit, which children could reach. He bequeathed a part of his lands to the town of Rowley, for the support of the gospel, which generous benefaction we, in the first parish, enjoy to the present day, and here gratefully commemorate, by raising this monument to his memory, in 1805."

ROXBURY.

NORFOLK Co. This city is joined to Boston by a neck of land, over which are broad and pleasant avenues. Between the centre of each city is about three miles. The surface is rocky and uneven, with a strong soil, in a high state of cultivation. It displays a great degree of agricultural taste and skill, and abounds in country-seats and pleasure grounds. That part of this city bordering on Jamaica pond, four miles south-west from Boston, is exceedingly delightful.

This town and Boston were incorporated the same year, (1630;) and Roxbury was incorporated as a city March 12, 1846.

The first hourly coach from Boston commenced running to this town in 1827. There are now a large number continually running between the two places, and not less than six hundred thousand persons pass annually. Since that time, others of a similar kind have been established to Charlestown, Cambridge, Dorchester, &c., and tend greatly to promote the public convenience.

The manufactures of Roxbury consist of leather, nails, hats, chairs, cabinet-ware, pig iron, and a great number of other articles.

Many parts of Roxbury, which until recently were improved as farms or rural walks, are now covered with wide streets and beautiful buildings. The population of the town in 1845 was thirteen thousand nine hundred and twenty-nine.

The natural alliance which subsists between Boston and Roxbury; their close connection by wide and beautiful avenues; the crowded state of one, and the romantic beauties of the

other, can leave no doubt on the mind of an observer of the rapid increase of Boston, that Roxbury, with its crystal springs and admirable sites for building, will soon become the location of a large portion of the wealth and fashion of the metropolis.

The Rev. JOHN ELIOT, the justly celebrated "Apostle of the Indians," was settled in Roxbury in 1632. Mr. Eliot imbibed the true spirit of the gospel, and his heart was touched with the wretched condition of the Indians. He learned their language, and translated the Scriptures into it. This would seem the business of a life, when the sense of the simple expression, "Kneeling down to him," is conveyed in the Indian language by *Wutappesitukgussunnoowehtunkquoh*, a word that would puzzle a Demosthenes to pronounce, without an extra pebble stone in his mouth. Mr. Eliot was remarkable for his indefatigable labors and charities; he endured hardships as a good soldier of Jesus Christ, and went to his reward in 1690, aged eighty-six.

This was the birth-place and residence of the patriot, JOSEPH WARREN. Dr. Warren was born in 1740. He graduated at Harvard College in 1759. He was an ardent lover of his country, and sensibly felt the weight of her oppressions. Four days previous to the battle of "Bunker Hill," he received a commission in the army of major general. He was within the entrenchment, and was slain on that hallowed spot, just at the commencement of the retreat. Dr. Warren was an able statesman, an eloquent orator, a man of uncompromising integrity, and undaunted bravery. General Warren was the first officer of rank that fell in that glorious contest for liberty. His death shed a gloom throughout the country. He was exceedingly beloved for the mildness and affability of his deportment, and for the virtues of his private life.

BROOK FARM PHALANX is an association established on the principles

of CHARLES FOURIER. It lies at the extreme western limits of Roxbury, and was founded in 1841, by Rev. George Ripley, of Boston. A few friends united with Mr. Ripley, and commenced this undertaking, which, though feeble and comparatively insignificant in its infancy, is probably destined to effect most important results. If only a tithe of the hopes and expectations of the advocates of association are realized, it will confer inestimable benefits on mankind. The associationists propose no less than a complete change of society throughout the world, and a reorganization upon a system entirely different in its principles from existing systems. They hold that Fourier has discovered the natural and true laws of society, and that when mankind arrange their social relations according to these laws, all the evils which afflict the world will be destroyed, and universal happiness will reign on earth. Poverty and oppression, crime, injustice, and fraud, will all pass away, and in their stead will come universal abundance and liberty, justice and virtue. In the place of war there will be peace; of selfishness and hatred, benevolence and love; of ignorance and brutality, intelligence and refinement; and of disorder and discord, the most perfect harmony and order in society.

These are but a few of the objects which the friends of association aim to accomplish by the application of their principles to society, and the design of the Brook Farm Phalanx is to give to the world a practical demonstration that they are feasible. The plan of the association differs essentially from all the arrangements of present society, particularly in those which concern industry, domestic management, education and commerce. A new order of things in almost all respects is established; but while what is evil and hurtful in society is rejected, that which is good and conducive to happiness is retained.

Instead of separate and isolated families having different interests, the members of the association reside on the same domain, and their interests

are united. They combine and prosecute industry in concert, for the general good. The system of property, is not, however, that of *community*; it is a joint stock system, the interest or investment of each person being represented by shares, as in a banking or railroad company. By this system, the whole estate of the association, its lands, buildings, tools, &c., is the property of all its members, and what is the interest of one, is the interest of all; the holders of the stock are all concerned in its dividends, and as these depend on the amount of the total product of the industry of the association, the members are bound together by the tie of mutual interest.

By an arrangement called Groups and Series, which gives all persons, both male and female, the opportunity of taking part in such branches of industry as suit their capacities and tastes, and by alternation of pursuits, or change from one occupation to another, at regular periods, the industrial affairs of the association are conducted in an orderly and efficient manner; and industry, instead of being repugnant and exhausting, as under present systems, is made invigorating and attractive. This arrangement of groups and series is the fundamental law of association, which regulates all its social relations as well as its industry; it is the law of order in the Universe, which Fourier has applied to society.

In domestic affairs, immense economies and conveniences are secured by conducting them for the whole association as for one family, instead of each family living and attended to its own household matters separately. All the families of the Phalanx occupy one large building, called a phalanstery; the families lodge apart in their suits of rooms, although residing under the same roof. The members eat at public tables as in a hotel, or are served in their own apartments. The cooking, washing, &c., are done for the whole establishment, on a large scale. The phalanstery of the Brook Farm Phalanx is now building, and one wing is nearly completed; but

until the present time the members of the association have lived in separate houses, though their domestic affairs have been carried on as for one family.

The Phalanx makes the amplest provision for education; every child, whether its parents are rich or poor, is guaranteed a complete education at the charge of the whole association.

One of the most lucrative branches of industry hitherto pursued at the Brook Farm Phalanx, is a school, which has gained a high reputation.

The Phalanx buys and sells at wholesale, and supplies its members with goods at cost, by which means, the retail system of trade and traffic is abolished.

The location of the Brook Farm Phalanx is picturesque, and the soil very good. The domain consists of a few hundred acres only, at present, but as more land is required, the adjoining farms will be purchased. Agriculture and several branches of mechanical industry are in successful operation; and as rapidly as circumstances will permit, others are to be added. Gardening and the nursery business are extensively entered into, as well as the cultivation of greenhouse plants.

Although the founder, and president of the Phalanx, Mr. Ripley, was a Unitarian clergyman, the members are of various religious denominations, and there exists the most perfect religious freedom.

By an act of the legislature, the association has recently become a chartered institution, under the name of the "BROOK FARM PHALANX."

ROYALSTON.

WORCESTER Co. This town was first settled in 1754, and named for Colonel Isaac Royal, one of its proprietors. In 1766, a church was formed, and in 1768, the Rev. Joseph Lee was settled as pastor.

Royalston is bounded north by Richmond and Fitzwilliam, in New Hampshire, east by Winchendon, south by Athol, and west by Orange and Warwick. It lies thirty-five miles

north-west from Worcester, and sixty-five miles west north-west from Boston. The Boston and Vermont railroad passes through Athol, seven miles south from the centre of the town.

The land in this town consists generally of hills and valleys, and the soil is excellent, being suitable for tillage or grazing. It is watered by Miller's river and its tributary streams, upon which is much good meadow. Several small streams, one of which has upon it a perpendicular fall of twenty feet, and descends one hundred feet in forty rods, unite and form Tully river, which pours into Miller's river a great quantity of water. These various streams afford a number of good mill sites.

There is a handsome village near the centre of the town; and two ponds well stocked with fish. Although these ponds are within half a mile of each other, yet they vary in height one hundred and fifty feet.

There are manufactures in the town of woollen goods, leather, boots, shoes, cabinet-ware, chairs, palm-leaf hats, mats, wooden-ware, &c. Royalston bids fair to become a large manufacturing town.

RUSSELL.

HAMPDEN Co. This town was formerly the north-west part of Westfield, and the south-west part of Montgomery. The western railroad passes through the town, eighteen miles west north-west from Springfield, and one hundred and eighteen miles west by south from Boston.

This is a mountainous township, full of wild and romantic scenery, having Westfield river passing rapidly through it, as if attempting to rival the speed of the cars which pass along its margin.

Russell presents a good specimen of what our railroads are doing for our inland towns, and what these towns can and will do for those on the borders of the Atlantic. It is by the union of power in drawing out the resources of each, that both are

sustained; and where that union fails, the people seek other abiding places.

In 1830, the population of Russell was five hundred and nine; in 1837, it had dwindled down to four hundred and seventy-five; but in 1840, the year that the western railroad crossed the Connecticut, the population rose to nine hundred and fifty-six, and in 1846, it was advancing in both population and wealth.

The surface of this town is more pleasant to the spectator than to the cultivator; yet the highlands afford excellent grazing, and along the valleys are tracts of fertile meadow. Russell possesses an immense water-power, with an abundance of wood and stone, and other building materials; and all within six hours' ride of Boston. If Russell does not become "another Lowell," it surely bids fair to become a great auxiliary to the domestic industry of the state.

RUTLAND.

WORCESTER Co. Rutland, comprising a territory of twelve miles square, was bought of the Indians, in 1686, for twenty-three pounds. Its Indian name was *Naqueag*. A church was gathered here, and the Rev. Thomas Frink was settled as pastor, in 1727.

This town is situated on the height of land between the sea and Connecticut river, and is hilly and very uneven. It has no large stream, but is watered by a branch of Ware river, which affords power for several mills. This is a good grazing township, and the inhabitants export considerable beef, butter, and cheese. There is fine fishing at Mustapaug and Long ponds. About half a mile east of the meeting-house is a spring, the waters of which soon divide; part runs to the Merrimack and part to Connecticut river.

The manufactures of the town consist of woollen goods, leather, boots shoes, cabinet and wooden-ware, &c. The industry of the people is generally devoted to agricultural pursuits.

In the central part of the town is a very pleasant village, containing a number of handsome buildings. This village lies thirteen miles north-west from Worcester, seventeen south by west from Fitchburg, and fifty west by north from Boston.

SALEM.

This is one of the shire towns in Essex county. It is the oldest and largest seaport but one in old Massachusetts. Its Indian name was *Naumkeag*.

Salem is nearly surrounded by water, being situated between two inlets of the sea, called the north and south rivers. To the main and now inhabited part of the town is attached a peninsular portion of land, called the Neck. This was the first inhabited land, and was formerly used for fishing and other purposes. It ultimately became the property of the town, and was, for a long time, used as a public pasture. In 1816, when the present alms-house was built, a large portion of it was enclosed, and has since been cultivated as the alms-house farm.

The finest and most comprehensive view of Salem may be had from "Gallows Hill." Its situation is low, but pleasant and healthy. Its streets are quite irregular. Essex is the only street which runs through the town, and is very angular and crooked. Federal and Bridge streets are broad, straight, and regular. Chesnut is esteemed the handsomest, though it is not the most public street. It has rows of elms on either side. Winter and Broad streets are the widest. The first pavement was made in Essex street, between Court and North streets, in 1773. The south church has great architectural beauty, and the north church is built of stone, with a beautiful front of the Gothic order. There is a custom-house at the head of Derby wharf.

Salem has always been a commercial place. It has a convenient harbor, and good anchorage. In point of wealth and commerce, it has always ranked as the second town in New England.

The history of Salem is identified

with that of Massachusetts, and there is much in it to interest and instruct. Its rank, the character and number of its population, its facilities for commerce, and the advantage of being the chosen residence of many of the first and most distinguished settlers, made it early and seriously thought of as the capital, instead of Boston.

It was first settled in 1626, by Roger Conant, Peter Palfrey and others, who had failed in an attempt to plant themselves at Cape Ann. In 1628, a cession of Massachusetts was made to Sir Henry Roswell and others, with a view to establish a colony there. Of this company, Matthew Cradock was president, and in 1628, John Endicott was sent over to reside at Salem, as the company's agent. In the same year, the first church was formed. It has ever been remarkable for its succession of eminent, independent, and useful divines.

In 1634, the first general court met at Newton. Roger Conant was one of the first deputies from Salem.

In 1643, Massachusetts was divided into four counties; Essex, Middlesex, Suffolk, and Norfolk. In 1644, there was a strong party to make Salem the seat of government, but in this attempt the deputies were defeated.

In 1675, Captain Thomas Lathrop and his company were killed by the Indians, at Bloody Brook. He, with Roger Conant, had removed from Salem to Beverly, in 1668. His company were called the "Flower of Essex," and many of them were from Salem.

In 1681, Major William Hawthorn died. He was a leading and influential character in his time, having been speaker, assistant, judge, commissioner of the united colonies, &c., and having ever showed himself able, faithful, and worthy of confidence.

In 1687, William Brown gave a farm for the benefit of the schools of Salem. The Brown family were ever great friends and liberal patrons of learning. They not only made donations to the Salem schools, but also to Harvard College for the benefit of poor scholars.

In 1692, the witchcraft delusion prevailed in Salem, and nineteen persons were tried and hanged as witches. Though designated "the Salem witchcraft," it had pervaded other places, previously to its appearance here. In England, laws had been enacted against it, and Sir Matthew Hale gave to those laws his sanction. In 1648, Margaret Jones was condemned and hanged at Charlestown, and in 1655, Ann Hibbins, at Boston. The imputation for a time induced a belief of the reality of the imposition; but time finally detected and exposed the error. The house in which the accused were tried is still standing at the western corner of Essex and North streets, and the place of their execution is now known as "Gallows Hill." A full and interesting account of this delusion of the imagination has been written and published by Rev. C. W. Upham.

In 1698, a great fire broke out, and destroyed several dwelling-houses. In 1718, the second or east church was built, and is still standing. The celebrated Dr. Bentley was pastor of this church. He wrote a "Description of Salem," which is published in the "Collection of the Massachusetts Historical Society."

In 1774, General Gage ordered the removal of the general court to Salem. At that time, Boston was a closed port. The merchants and citizens of Salem called a town meeting, at which resolutions, denouncing in very strong terms the Boston port bill, were passed unanimously. The meeting was very full, and a copy of their doings was communicated to their neighbors of Boston. On the 11th of June, when Governor Gage was at Salem, an address, numerously signed, was presented to him, which reflects high honor on the sense of justice and patriotism of this ancient town. Among other things it said, "By shutting up the port of Boston, some imagine that the course of trade might be turned hither and to our benefit; but nature, in the formation of our harbor, forbids our becoming rivals in commerce to that convenient mart. And were it otherwise, we

must be dead to every idea of justice—lost to all feelings of humanity—could we indulge one thought to seize on wealth and raise our fortunes on the ruin of our suffering neighbors."

In 1776, February 26, Colonel Leslie, with a British regiment from Boston Castle, landed privately at Salem, and proceeded to the north bridge, with a view to seize on some military stores beyond it. The citizens were, at the time, in meeting; but Colonel Timothy Pickering, with thirty or forty men, got there in season to raise the draw, and thus prevent Leslie and his regiment from passing farther. The British attempted to cross the river in a gondola, but the Americans scuttled the boat. Finally, Colonel Leslie proposed that if he should be permitted to pass thirty rods beyond the bridge, he would return. Having been permitted, the gallant colonel returned peaceably to Boston.

During the revolution, there were about sixty armed vessels fitted out from Salem, manned by four thousand men; and many unrecorded deeds of high daring and chivalrous adventure were performed on the sea by citizens of Salem, during that eventful period. Indeed, in her naval achievements consists principally the part which Salem bore in the revolutionary struggle.

This seaport has been more known for its East India trade than any other in the United States. The first ship from Salem engaged in this trade was the Grand Turk, owned by E. H. Derby. She was at the Cape of Good Hope in 1784, commanded by Captain Jonathan Ingersoll, and at Canton in 1786, commanded by Ebenezer West. A model of her, completely rigged, is in the Museum. In 1818, there were fifty-three vessels employed in this trade, belonging to Salem, the tonnage of which was fourteen thousand two hundred and seventy-two tons.

Salem became a city in 1836. Its government consists of a mayor and six aldermen, and twenty-four common council men. Its *public schools* are nineteen. The number of scholars in 1837, was one thousand five

hundred and thirty-four, and the amount paid for instruction eight thousand eight hundred and seventy-seven dollars.

The *Athenæum* was incorporated in 1810. Edward A. Holyoke, William Orne, Nathaniel Silsbee and Samuel Putnam were authorized to call the first meeting of the proprietors. The stock is divided into ninety or one hundred shares. Its library contains about ten thousand volumes. The institution, though at present rather private, may ultimately become more public.

The *Museum* is remarkable for the extent and variety of its natural and artificial curiosities, collected from almost every part of the world. There are about five thousand names of different articles on the catalogue; they are kept in a spacious hall built for that purpose, and belong to the East India Marine Society. This society consists of such only as have actually navigated the seas near the Cape of Good Hope or Cape Horn, as master or factor. In 1823, there were one hundred and sixty of these enterprising men living in Salem. The hall is open daily for the reception of visitors, and vast numbers of strangers throng there. All come with an eager and excited curiosity, and leave with that curiosity at least gratified, if not satisfied.

The commerce of Salem is very extended. There is hardly any part of the world which her ships have not visited. The number of vessels engaged in foreign commerce is one hundred or more, and eighteen in the whaling business, besides the vessels employed in the coasting trade and fishery.

Many of the wharves bear the names of their builders and owners; as the Allen, Derby, Peabody, Forester, and Phillips' wharf. This last was recently rebuilt by Stephen C. Phillips, on the ruins of the old Crowninshield wharf, which had become dilapidated and useless. It is an admirable piece of work.

Although Salem is without any important water-power, and has ever

been almost exclusively devoted to maritime pursuits, yet its manufacturing interests are by no means small. Some ten years since the value of its manufactures was a million and a half of dollars; since which it has probably doubled. They consisted of vessels, cordage, leather, boots, shoes, hats, tin and cabinet-wares, chairs, spirits; white, sheet, and pipe lead, carriages, straw bonnets, sperm candles, tobacco, alum, saltpetre refined, aquafortis, muriatic acid, oil of vitriol, &c. The value of its whale, cod, and mackerel fisheries amounted to two hundred and ten thousand eight hundred and forty-three dollars.

The *Aqueduct* furnishes the city with a constant supply of fresh and soft spring water.

The fire department is under good regulations. Some of the societies in the city are the "East India Marine Society," incorporated in 1801; the "E. I. M. Hall Corporation," in 1824; the "Salem Charitable Mechanic Association," instituted in 1817, and incorporated in 1822; the "Essex Historical Society," in 1821, and the "Salem Lyceum," which was formed in 1830.

The *Common* was reserved "as a training field for the use of Salem," in 1713. It is a beautiful, level spot of ground, surrounded by a double row of elm and other ornamental trees, and has a gravel walk around it. The alms-house formerly stood upon it, but it is now entirely unincumbered.

The *City Hall* was built in 1837. It has a beautiful granite front, and is handsomely finished and furnished within.

The *rail-road* from Salem to Boston, was opened for travel, August 28, 1838; thus making Salem, as it were, a part of Boston. The first stage between these cities was run by Ezra Burrill, in 1782. It went to Boston one day and returned to Salem the next. Now the distance, fourteen miles, can be easily passed over in forty minutes; and at the same time, the traveller will ride rapidly through a beautiful and picturesque country.

Salem presents an unparalleled instance of perseverance and success in nautical enterprizes. Although the prosperity of Salem, in its wealth and population, is built on its commerce with all the nations on the globe, such has been the foresight and caution of its people, that amid all the commercial embarrassments which have afflicted the country, and even in times of war, Salem has buffeted every storm, and steadily progressed in its onward course. The population of Salem, at various periods, is as follows:—In 1762, 4,123; 1790, 7,921; 1800, 9,457; 1810, 12,613; 1820, 12,731; 1830, 13,886; 1840, 15,083; 1845, 16,697.

Among the distinguished men, in almost every profession, which Salem claims as among its sons, the name of NATHANIEL BOWDITCH, LL. D., F. R. S., author of the *Practical Navigator*, is identified with its fame and nautical achievements.

Dr. Bowditch was born at Salem, March 26, 1773. He was taken from school at the age of ten years, and placed as an apprentice to a ship chandler. At the age of twenty-two, he went to sea, and spent nine years in the capacity of captain's clerk, supercargo, and finally, as master of a ship. In 1804, he became president of a marine insurance company, in Salem, which office he held until 1823, when his superior talents called him to become Actuary of the Massachusetts Hospital Life Insurance Company, in Boston; the responsible and laborious duties of which office he faithfully discharged until his death, March 16, 1838.

Notwithstanding his limited means of education, Dr. Bowditch acquired, by his extraordinary genius and economy of time, a perfect knowledge of all the modern languages, and became the most eminent mathematician and astronomer in America. The *Practical Navigator* has been translated into every European language, and its use is coextensive with maritime adventures.

Another work of Dr. Bowditch places his name, as a man of science, still higher on the roll of fame. It is

his translation of the *Mecanique Celeste*, of La Place, with an elaborate and copious commentary on that work, in four large quarto volumes. This work was completed just before his death.

CHURCHES AND MINISTERS FROM 1629 TO 1846.

FIRST CHURCH.

Rev.	Sat.
Francis Higginson,	1629. dis. 1630.
Samuel Skelton,	1629. died 1634.
Roger Williams,	1631. res. 1635.
Hugh Peters,	1636. res. 1641.
John Fiske,	1636. res. 1639.
Edward Norris,	1640. died 1658.
John Higginson,	1660. died 1708.
Charles Nicholet,	1672. res. 1676.
Nicholas Noyes,	1683. died 1717.
George Curwen,	1714. died 1717.
Samuel Fiske,	1718. res. 1735.
John Sparhawk,	1736. died 1755.
Thomas Barnard,	1755. died 1776.
Asa Dunbar,	1772. res. 1779.
John Prince,	1779. died 1836.
C. W. Upham,	1824. res. 1845.

SECOND CHURCH.

Robert Staunton,	1719. died 1727.
William Jennison,	1728. res. 1736.
James Dimon,	1737. died 1788.
William Bentley,	1783. died 1819.
James Flint,	1821.

THIRD CHURCH.

Samuel Fiske,	1736. res. 1745.
Dudley Leavitt,	1745. died 1762.
John Huntington,	1763. died 1766.
Nath'l Whittaker,	1769. res. 1774.
Daniel Hopkins,	1768. died 1814.
Brown Emerson,	1805.

ST. PETER'S CHURCH.

Charles Brockwell,	1738. res. 1746.
Wm. McGilchrist,	1747. died 1780.
Robert B. Nichols,	1771. res. 1774.
Nathaniel Fisher,	1782. died 1812.
Thomas Carlisle,	1814. res. 1822.
H. W. Ducachet,	1823. res. 1825.

Rev.	Sct.
Thomas W. Coit,	1827. res. 1829.
Alex. V. Griswold,	1829. res. 1834.
John A. Vaughan,	1834. res. 1836.
Charles Mason,	1837.

NORTH CHURCH.

Thomas Barnard,	1773. died 1814.
John E. Abbot,	1815. died 1819.
John Brazier,	1820. died 1846.

TABERNACLE CHURCH.

Nath'l Whitaker,	1774. res. 1784.
Joshua Spaulding,	1785. res. 1802.
Samuel Worcester,	1803. died 1821.
Elias Cornelius,	1819. res. 1826.
John P. Cleaveland,	1827. res. 1834.
S. M. Worcester,	1834.

BRANCH CHURCH.

(Since 1827 called Howard Street Church.)

Joshua Spaulding,	1805. res. 1814.
Henry Blatchford,	1818. res. 1820.
William Williams,	1821. res. 1832.
George B. Cheever,	1833. res. 1837.
Charles T. Torrey,	1838. res. 1839.
Joel Mann,	1840.

FIRST BAPTIST CHURCH.

Lucius Bolles,	1805. res. 1826.
Rufus Babcock,	1826. res. 1834.
John Wayland,	1834. res. 1841.
Thos. D. Anderson,	1842.

FREEWILL BAPTIST CHURCH.

(Christians.)

Abner Jones,	1807. res. 1812.
Samuel Rand,	1813. res. 1814.
Moses Howe,	1814. res. 1817.
Abner Jones,	1821.

UNIVERSALIST CHURCH.

Edward Turner,	1809. res. 1814.
Hosea Ballou,	1815. res. 1817.
Joshua Flagg,	1818. res. 1820.
Barzillai Streeter,	1820. res. 1824.
Seth Stetson,	1825. res. 1828.

Rev.	Sct.
Lemuel Willis,	1829. res. 1837.
Matthew H. Smith,	1838. res. 1841.
Linus S. Everett,	1841.

ST. MARY'S CHURCH.

Bishop Cheverus and Dr. Ma-	tignon from 1806 to 1811.
Dr. O'Brien,	1811. res. 1813.
Bishop Cheverus and Dr. Ma-	tignon from 1813 to 1819.
Paul McQuaid,	1819. res. 1822.
John Mahoney,	
William Wiley,	
John D. Brady,	
James Strain,	
Thos. J. O'Flaherty,	1842.

FIRST METHODIST EPISCOPAL CHURCH.

Jesse Filmore,	1822. res. 1832.
J. B. Brown,	1832. res. 1833.
J. Hamilton,	1833. res. 1834.
S. C. Macreading,	1834. res. 1834.
Aaron Waitt,	1834. res. 1835.
J. Filmore,	1835. res. 1835.
J. W. Downing,	1835. res. 1838.
S. G. Hiler,	1838. res. 1839.
J. Filmore,	1840. res. 1844.

This house is now occupied by the

SECOND UNIVERSALIST CHURCH.

Day K. Lee,	1845.
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INDEPEND. CONGREGATIONAL CHURCH

Henry Colman,	1824. res. 1832.
Jas. W. Thompson,	1832.

SECOND BAPTIST CHURCH.

George Leonard,	1826. res. 1828.
Robert E. Pattison,	1829. res. 1830.
C. P. Grosvenor,	1830. res. 1834.
Joseph Banvard,	1835. res. 1846.

CROMBIE STREET CHURCH.

William Williams,	1832. res. 1838
Alex. J. Sessions,	1838.

SECOND METHODIST CHURCH.

Rev.	Set.
N. S. Spaulding,	1841. res. 1843.
Joseph A. Merrill,	1843. res. 1843.
David K. Merrill,	1843. res. 1845.
Mr Moulton,	1845.

THIRD METHODIST CHURCH.

J. N. Mears,	1842. res. 1845.
Samuel Palmer,	1845.

SEAMENS' CHURCH.

Michael Carleton, 1842.

MORMON CHURCH.

Elder Snow, 1842.

SALISBURY.

ESSEX Co. In 1638, this town was granted, by the name of Merrimack, to be a plantation, unto Simon Bradstreet, Daniel Dennison, and others. The year following, it was incorporated by the name of Colchester, and in 1640, assumed, by direction of the then general court, the name of Salisbury. It is seven by three miles in extent, and is bounded southerly by the river Merrimack, westerly by Powow river, which divides it from the town of Amesbury, northerly by the New Hampshire line, which separates it from the towns of South Hampton and Seabrook, and easterly by the sea.

In 1643, the plantations in New Hampshire, viz., Hampton, Exeter, Portsmouth, and Dover, were united to Massachusetts, and, together with Salisbury and Haverhill, formed into a new and distinct county, called Norfolk, of which Salisbury was the shire town, and so continued to the year 1679, when New Hampshire was again separated, and formed into a royal government. In August, 1737,

commissioners, appointed by the crown, met at Hampton Falls, for the purpose of settling a controversy, respecting the boundary line, which had long subsisted between the two governments of Massachusetts and New Hampshire. On this occasion the general court of New Hampshire convened at Hampton, and that of Massachusetts at Salisbury.

The first church in this town was formed in 1638; the first pastor was Rev. William Worcester, who came from Salisbury, in England, and was settled at the organization of the church. He died in 1662, and was succeeded by Rev. John Wheelwright. The third pastor was Rev. John Al-ling, who settled here in 1687, and died in 1696; he was succeeded by Rev. Caleb Cushing, in 1698. The fifth pastor was Rev. Edmund Noyes, who settled here in 1751, and died in 1809. The second Congregational church was founded in 1718. The first Baptist society was founded in 1779; the Methodist in 1805; the Christian in 1820; the Universalist in 1831; the Congregational Evangelical Union in 1835; and the Salisbury and Amesbury Mills Christian Union Society in 1833.

There are two considerable villages in Salisbury; the largest is at the westerly part of the town, upon Powow river, at the head of tide water. The village is divided by said river into two pretty equal parts, one in Salisbury, the other in Amesbury. In that part of the village that lies in Salisbury, are two flannel factories, one two hundred feet long, and fifty feet wide, the other one hundred feet by forty feet. The establishment is called the Salisbury Manufacturing Corporation. Capital, five hundred thousand dollars. There is in this village a large tannery, and manufactures of cotton goods, shoes, combs, boats, wherries, and molasses casks. These are the statistics of Salisbury in 1837, since which, the manufacturing operations of this interesting town have greatly increased.

The other village is pleasantly situated on the bank of the Merrimack,

on a point of land formed by the junction of that river with the Powow; and is generally known by the distinctive name of "Webster's Point." Ship-building long has been, and still is, a principal branch of business in this place; and its character is well established for building excellent vessels. There are many sail of vessels owned in this village, and employed partly in the coasting trade, and partly in the cod and mackerel fishery.

The annual product of the manufactures of Salisbury, including vessels, and of the fishery, is about seven hundred and fifty thousand dollars.

Salisbury and Amesbury are finely located for business; the villages are neat, and the scenery around them very pleasant. "Salisbury Beach" is noted for its beauty, and is much frequented. It is a delightful place in summer; about five miles from the town. See *Amesbury*.

SANDISFIELD.

Berkshire Co. This town is bounded north by Tyringham and Otis, east by Otis and Tolland, south by Colebrook and Norfolk, in the state of Connecticut, and west by New Marlborough. The town was incorporated in 1762, and first permanently settled in 1750. In 1819, "Southfield," or the "eleven thousand acres," was added to its territory. Sandisfield was never the residence of any tribe of Indians, though used by them as a hunting-field, as appears by the stone arrows found in the ground.

The surface of the town is hilly in general; the hills are to a considerable height, but not abrupt, rising into large swells. In the south-east section of the town, however, a considerable mountain rises on the western bank of Farmington river, known by the name of Hanging mountain. Its highest point of elevation is four hundred and fifty feet above the bank, and presents to the south-east a mural perpendicular front, more than three hundred feet high. Large pieces of rocks, dislocated by the frost, or other

causes, often fall from the jutting side with tremendous force.

Farmington river runs near the east line of the town, through the whole extent, and affords many mill-seats and water privileges. And there are other small streams intersecting the town, upon which are mills and other machinery. In the north part of the town, at the outlet of Spectacle pond, the water privileges are excellent.

The soil is various, but generally of a good quality. It consists of a moist loam; stony in many places, and principally adapted to grazing. Some parts of the town, however, are suited to the cultivation of different kinds of grain. Formerly the raising of live stock of various kinds was the principal object of farmers; but for a number of years past, the dairy has been pursued with success, and carried on extensively.

A Congregational church was formed here in 1756, when the Rev. Cornelius Jones was settled. Mr. Jones was succeeded by the Rev. Eleazer Storrs, in 1766, and was followed by the Rev. Levi White, in 1798. Mr. White was dismissed in 1832, and was succeeded by the Rev. Platt T. Holley, who was ordained the same year.

Sandisfield lies about one hundred and fifteen miles west south-west from Boston, twenty-seven south south-east from Pittsfield, and about forty east by south from Hudson, on the Hudson river.

SANDWICH.

Barnstable Co. This town was granted to Edmund Freeman and others, in 1637. Its Indian name was *Shantme*, and long after its first settlement by the whites, was the residence of many of the natives of the forest, who perhaps enjoyed as good a location for fishing and fowling as any of their contemporaries.

Sandwich is situated on the shoulder of Cape Cod, and although much of the soil is thin and sandy, yet there is not a little of an excellent quality.

It is watered by a number of streams which afford a good water-power; and by numerous ponds, some of which are large, affording a variety of excellent fish. The forests afford an abundance of deer, and to the lovers of rural sports, Sandwich and the neighboring towns of Barnstable and Falmouth have justly become favorite resorts.

Sandwich has a good harbor, within the cape, and navigable accommodations in Buzzard's Bay, at which are some ship-building, and a number of vessels owned and employed in fishing and coasting. There are a number of flourishing villages in the town, and manufactures of salt, iron castings, stoves, nails, leather, &c.; but the principal manufacture, not only important to the town, but to the state, is that of glass. The value of the New England crown glass manufactured here, has been fully tested, and found to be as clear, and stronger than any other now in use. The value of glass made at this place in 1836, was three hundred thousand dollars.

It has been proposed to unite Massachusetts and Buzzard bays by a ship-canal through this town. The distance is five miles, and the route level. A glance at a map of New England shows most conclusively the immense advantages to be derived by such a work, or by the continuation of the Old Colony railroad from Plymouth through this town to Falmouth.

THE SANDWICH COLLEGIATE INSTITUTE. This seminary of learning, for both sexes, has recently been established at this place, by the Rev. Frederick Freeman, of the Episcopal church, as principal and proprietor.

None will be received as pupils but such as board with the principal, it being his object to make the institution strictly a FAMILY SCHOOL, regulated in all its arrangements with a view to improvement in morals and manners, as well as sound learning.

The institution will not be limited to any definite course of study, it being designed to afford all needed

facilities for the pursuit of any branch of science pertaining to practical life. Students will be received at any period of advancement in literature, and aided in securing higher attainments, whether in preparation for college, or, by a thorough and finished education, for respectability and usefulness in any of the honorable avocations of social life.

The institution will be made to the pupil, as much as possible, a *home*, with all its comforts and delights; for the comfort and happiness of the pupil are most favorable to successful application to study.

The delightful location of this seminary, near a pleasant village, its excellent accommodations, the moderate terms of tuition, and the elevated character of its instructors, indicate much success and usefulness.

Sandwich lies twelve miles north-west from Barnstable, sixteen south south-east from Plymouth, and fifty-three miles south-east from Boston.

SAVOY.

BERKSHIRE Co. This town is bounded north by Florida, east by Hawley, south by Windsor, and west by Adams and Cheshire.

This is one of those wild mountain townships, whose soil and surface are better adapted to grazing than tillage. The people are generally farmers;—grow wool, raise stock, keep dairies, and thrive.

The most compact settlement is in the south part, on the road leading from Cheshire and Adams to Plainfield, &c., at the confluence of the two streams which constitute the headwaters of Westfield river. This is sometimes called Savoy Village, but more commonly Savoy Hollow.

A Baptist church was organized here in 1787, and Elder Nathan Hoskins, a native of Shutesbury, was ordained their first pastor, in the year 1789. A meeting-house was built in 1804.

Savoy lies fifteen miles north-east from Pittsfield, twenty-four west from Greenfield, and about one hundred and fourteen west by north from Boston.

SAUGUS.

Essex Co. This town formed the west parish of Lynn, until 1815, when it was incorporated, and received the Indian name of Lynn, and of the river that passes through the town.

Saugus is bounded north by South Reading, east by Lynn, south by Boston Bay, and west by Chelsea. Most of the land upon the river is excellent, and well cultivated. There are large tracts of salt meadow towards the sea, so large as to form one seventh part of the area of the town. The land back from the river is rough, and much of it covered with wood.

Saugus is largely engaged in the manufacture of shoes, the value of which, ten years ago, was one hundred and fifty thousand dollars, since which the business has much increased. There are also in the town manufactures of morocco leather, chocolate, snuff, cigars, bricks, wool cleaning, and dyeing of silks and woollens.

Saugus river winds delightfully through the meadows, and makes a very picturesque appearance. On the west bank of this river, iron works were established in 1645. Near the banks of this river, a band of pirates concealed themselves in the year 1657; they were finally discovered, and three of the four which landed, were taken to England and executed. The one that remained, escaped to a cavern, in what is now called "Dungeon Pasture," in Lynn woods, where he lived till the great earthquake, in 1658, which rent the rock above, closed the entrance of the cavern, and buried him alive. The name of this man was Thomas Veal. The glen in which these pirates lived, was a secluded spot, flanked by almost insurmountable crags. The well which they dug, and the garden they planted, are still perceptible. Veal's retreat is much visited by the curious. It was blown up, on the 4th of July, 1834, but nothing was found.

Saugus lies eight miles south-west from Salem, and about the same distance north from Boston.

SCITUATE.

PLYMOUTH Co. This town, supposed to be named from its Indian name, *Satuit*, lies at the mouth of North river, in Massachusetts Bay, and has a convenient harbor, two miles north of the mouth of the river, defended by rocky cliffs, and Cedar point, on which is a light-house.

The North river rises near the sources of the Taunton. It passes Pembroke, Hanover, and Marshfield, and meets the tide-water here. This river is very deep, narrow, and crooked, and is noted for the fine ships built on its banks.

The manufactures of Scituate consist of leather, boots, shoes, tacks, vessels, &c. The value of vessels annually built is about forty thousand dollars. These vessels are of superior mechanism, and are built of native white oak, remarkable for its durability.

There are a number of vessels belonging to this town employed in the merchant service and coasting trade, and the cod and mackerel fishery is extensively pursued.

The town extends back from the bay a considerable distance; it contains large tracts of salt meadow and some valuable upland.

Rev. John Lothrop, the first pastor in the first north or lower society, arrived at Scituate in 1634. He removed, with the greater part of his church, in 1639, and settled Barnstable. His successor was Rev. Charles Chauncy, who afterwards was elected president of Harvard College.

This town suffered much during King Philip's war, and many of its people were slain.

In this large town are a number of handsome villages, and some pleasant ponds. The principal villages are those at the harbor, Liberty Plain, and Snappet, on the border of Hanover. From Snappet village to the harbor is about seven miles.

Scituate harbor lies twenty-five miles south-east by east from Boston, and seventeen north north-west from Plymouth.

SEEKONK.

BRISTOL Co. In 1812, the west part of Rehoboth was incorporated into a distinct township, by its Indian name of *Seekonk*. This word in the Indian language is the name for the wild or black goose, and this place probably received its name from the circumstance that great numbers of wild geese used frequently to alight in Seekonk river and cove.

Seekonk is bounded on the north by Pawtucket, east by Rehoboth, south by Barrington in Rhode Island, and west by Seekonk and Providence rivers.

There is considerable water-power in the town, and several large cotton factories and manufactures of various other articles.

The first English mayor of the city of New York, the worthy Thomas Willet, Esq., lies buried in a sequestered spot, in this town. He died in 1674, aged sixty-four.

The depot of the Boston and Providence railroad is on the border of this town, on Providence river, about a mile below the centre of the city of Providence. From this depot to the Seekonk depot, in the centre of the town, is two and a half miles; from thence to Boston is thirty-eight and a half miles, and to the village of Pawtucket is about two miles.

SHARON.

NORFOLK Co. This town was originally the second parish of the old town of Stoughton, and was incorporated in 1765, by the name of *Stoughtonham*, but the name becoming distasteful and unpopular, was soon changed to the more euphonic and scriptural name of Sharon.

The natural scenery of this town is exceedingly beautiful and picturesque. It is the height of land between Boston and Providence; and several streams of water here take their rise, which, running in opposite directions, fall into Massachusetts and Narraganset bays. Mashapog pond is a beautiful lake, more than a mile in

length, containing five or six hundred acres, and rests upon a bed of iron ore. When the water is low, large quantities of the ore are taken out by machines constructed for the purpose. During the latter part of every summer, the water changes its color to a greenish-yellow, and so continues for some time. While this process of fermentation (if so it may be called) is going on, there is no perceptible difference in the taste of the water. This pond is now claimed as private property, and is kept as a reservoir to supply the mills below in the dry season of the year. The public are permitted to use it for the purpose of fishing and pleasure-boat excursions. The outlet is into Neponset river; but the pond being situated on a summit-level, a slight excavation on the southern border would make a new outlet, and turn all its surplus water into Taunton river.

Moose hill is the most elevated of a range of hills in the westerly part of this town. It is easily accessible. From its summit there is one of the most rich, commanding, and beautiful views in New England.

This town contains three houses for public worship. The Boston and Providence railroad passes near its centre. It contains one woollen and two cotton mills, situated on Mashapog brook; the pond alone supplying sufficient water to drive the machinery. The pursuits of the people are principally agricultural, but there are manufactures of boots, shoes, leather, straw bonnets, wool-cards, axes, machinery, joiners' gauges, &c.; annual value about one hundred thousand dollars.

It is seventeen miles, by railroad, south-west from Boston, nine south from Dedham, and twenty-four north-east from Providence.

SHEFFIELD.

BERKSHIRE Co. The Indian name of this town was *Houssatonnock*. It was first settled in 1725, and at its incorporation, in 1733, it was named after a town in England.

"Mr. Obadiah Noble, from Westfield, was the first white man who resided in the town. He spent the first winter here with no other human being than the Indians. In spring, he went back to Westfield, and in June returned with his daughter. The first church in this town was organized on the 22d of October, 1735. Mr. Jonathan Hubbard, of Sunderland, and a graduate of Yale College, was ordained their pastor on the same occasion."

This town includes an extensive vale, and, except on the east, is generally level. In that part there is an extensive chain of considerable hills, extending from one end of the township to the other. On the west it is mountainous. *Taconic*, or Mount Washington, as this part of the Taconic range is more generally called, is about two thousand five hundred feet in height, and presents a magnificent spectacle. A part of this mountain is within the limits of Sheffield. This town affords an abundance of white marble, and much of an excellent quality. The soil of the township is generally productive, and in the vale easily tilled. Large quantities of hay are easily obtained from the extensive intervals lying upon the river. The Housatonic, which passes through the length of the town, is here, a silent, sluggish stream, from six to eight rods in breadth. From this town, it passes into Connecticut, and, flowing through the western part of the state, empties into Long Island Sound.

Sheffield is one of those delightful towns, so richly decorated with lovely valley and majestic mountain scenery, in which the traveller wishes to linger a month, to gaze and admire. The village is on the west side of the river; it contains many handsome buildings, and is full of rural simplicity and beauty.

There are manufactures in the town of leather, marble, lime, hats, ploughs, &c., but the inhabitants are chiefly employed in agricultural pursuits, by which they live and prosper. The value of their wool in one year, has amounted to twelve thousand dollars.

The Housatonic railroad passes through the village, eighteen miles from West Stockbridge, eighty from Bridgeport, Connecticut, and from thence, by water, sixty miles to New York. By the Housatonic and western railroads, Sheffield is twenty-nine miles from Pittsfield, one hundred and eighty from Boston, and fifty-six from Albany. To Hudson, on the Hudson river, by the old road, is twenty-seven miles.

SHELburne.

FRANKLIN Co: This town, until 1768, was a part of Deerfield, and called "Deerfield North-West." At its incorporation it was named for Lord Shelburne.

Shelburne is bounded north by Coleraine and Leyden, east by Greenfield and Deerfield, south by Conway, and west by Ashfield and Buckland.

Deerfield river passes through the town, and in its course falls nearly fifty feet in the distance of forty rods, thereby producing a great hydraulic power. On the banks of this river Shelburne Falls village has sprung up, and promises to become a large manufacturing place; already the manufactures are important. This village is very neat and handsome, and surrounded by charming scenery; among other buildings, it contains a well endowed academy. This town is celebrated for its good schools and attention to mental culture.

The first Congregational minister in Shelburne was the Rev. Robert Hubbard, in 1773, the second, the Rev. Jesse Townsend, in 1792; the third was the Rev. Theophilus Packard, D. D., in 1799, who was succeeded by his son, of the same name, in 1828. The first Baptist church was formed here in 1788.

From Shelburne Falls village, at the west part of the town, to Greenfield, is seven miles. When the "Iron Horse" reaches Greenfield, he will doubtless visit this and other towns on one of the most beautiful rivers in the country.

SHERBURNE.

MIDDLESEX Co. This town is bounded north by Natick, east by Medfield and Dover, south by Holliston, and west by Hopkinton. At the time of its incorporation, in 1674, there were twenty families in the town. Its Indian name was *Bogges-ton*. The first minister was the Rev. Daniel Gookin, in 1718.

Sherburne is watered by Charles river on its eastern boundary, and by several brooks and pleasant ponds.

The soil of Sherburne is very good and productive. It contains many skilful farmers, and some delightful farms. The village is on elevated land; it is pleasant, and commands good prospects. The manufactures of the town consist of straw bonnets, boots, shoes, leather, axes, forks, ploughs, muskets, and whips.

Sherburne lies eighteen miles south-west from Boston, and sixteen south from Concord. From the principal village in this town to the Framingham depot of the Worcester railroad, is about four miles north; from thence to Boston is twenty-one miles.

SHIRLEY.

MIDDLESEX Co. Before its incorporation, in 1753, the territory of this town was the south-west part of Groton. The lands in Shirley are rather level and low; the soil of some part of them is cold and unproductive; but generally they make good farms; some parts of the town, particularly along the streams, are under a high state of cultivation, and very productive.

Shirley is separated from Groton by Nashua river, and from Pepperell by the Squanicook, a branch of the Nashua. These streams afford Shirley a fine water-power. There are several woollen and cotton mills in the town, and manufactures of boots, shoes, paper, leather, palm-leaf hats, &c.

The union of a good hydraulic power with a speedy communication to the metropolis, and with a vast extent of country to the northward and westward, by railroads, renders Shirley a

favorable location for large manufacturing concerns.

In the south part of the town is a pleasant village, through which the Fitchburg railroad passes. This village lies eighteen and a half miles north-west from Concord, thirty-eight and a half north-west from Boston, and eleven and a half miles east by south from Fitchburg.

About a mile south of this village is a family of more than a hundred of those most singular of all living creatures, denominated *SHAKERS*, or a *UNITED SOCIETY OF BELIEVERS*. Their territory lies partly in Shirley and partly in Lancaster. They own about the same quantity of land as their brethren at Harvard; and their occupations are much the same. Their neat village is in Shirley. See *Harvard*, and Hayward's *Book of Religions*.

SHREWSBURY.

WORCESTER Co. This town presents to the eye an uneven surface, variegated with hills and valleys. A range of highland, extending from north to south, passes through the middle of the town. The numerous swells and tracts of rolling land, which are most of them in good cultivation, are to be seen in all directions from the middle of the town, and give a pleasing variety to the landscape. The town is well watered by springs and rivulets, though there are no large rivers in the town. Long pond, called by the natives *Quinsigamond*, lying in this town by the line of Worcester, is a beautiful piece of water. It lies in the form of a crescent, nearly four miles long as it runs, and from one hundred rods to near a mile in width. The water is, in general, of considerable depth; in some places it has been found to be ninety feet deep. There are twelve islands in this pond, of various sizes. Stratton's Island, which contains one hundred and fifty acres under cultivation, has several families living upon it. Some of the other islands are more or less cultivated. This pond is the principal feeder of Blackstone canal. In the

south-west part of the town is a large meadow, which contains excellent peat.

The manufactures of Shrewsbury consist of clothing, guns, hats, chairs, straw bonnets, leather, boots, shoes, &c.; the value of which, during the year ending April 1, 1837, was two hundred and eleven thousand two hundred and eighty-seven dollars.

The first church was gathered in this town on the 4th of December, 1723. Rev. Job Cushing was settled as their pastor on the same occasion. He died in 1760, and was succeeded by Rev. Joseph Sumner, D. D., who was ordained in 1762. The next minister, Rev. Samuel B. Ingersoll, was settled in 1820, and died the same year. He was succeeded, in 1821, by Rev. Edwards Whipple. Rev. George Allen, the next pastor, was settled in 1823.

Artemas Ward, the first major general in the American army, was born in this town in 1727, and died here in 1800. After the arrival of Washington, in 1775, the command of the right wing of the army, at Roxbury, was entrusted to his care. He resigned his commission in 1776, though he continued for some time longer in command, at the request of Washington.

Levi Pease, the father of mail stages in this country, was for many years a resident of this town. He died here in 1824, aged eighty-six. Mr. Pease was a man of great enterprise; he projected the first turnpike road in New England, and to his zeal and sacrifices the public is more indebted than to any other man, for its excellent mail establishment. At the time Mr. Pease started his first line of mail stages between Boston and New York, in 1784, the mail between those places passed only once a fortnight, on horseback, in a pair of saddlebags.

Shrewsbury lies thirty-six miles west south-west from Boston, and six miles east by north from Worcester. From the village near the centre of the town to the Westborough depot, on the Worcester railroad, is about six miles; from thence to Boston is thirty-two miles.

SHUTESBURY.

FRANKLIN Co. This is the most southern town in the county. It was called Roadtown from the time of its grant, in 1734, to its incorporation, in 1761. It was first settled by people from Sudbury, about the year 1738.

Shutesbury is bounded north by Wendell, east by Prescott and New Salem, south by Pelham, and west by Amherst and Leverett.

The town is well watered by branches of Mill river, which rise here; and by Swift river, which passes through the town, and by several of its tributaries, which also rise here.

The surface of the town is elevated, and many parts of it are hilly and rocky; in some parts the soil is thin, and not very productive; but in other parts the soil is fertile, particularly along its numerous brooks and rivers.

At the north-west corner of the town, about four miles from the centre village, is Lock's pond, a sheet of water, covering about seven hundred acres, well stocked with fish of various kinds. This pond has a northern and a southern outlet. Near this beautiful little lake is a neat village, where some manufacturing operations are going on.

There is a mineral spring of some note near the centre of the town. It is said to have been opened by an earthquake, in 1815. How or when it was opened we are not certain; but certain it is that it was first discovered about that time, and that it abounds in muriate of lime, a medicinal quality of much value in various diseases. This spring is frequently visited, and good accommodations are provided for guests.

Ephraim Pratt lived in this town many years, and died here in 1804, aged one hundred and sixteen years. He married at the age of twenty-one, and could count one thousand five hundred descendants. He was a very temperate man, so much so that for forty years he took no animal food. He was a farmer; and his health was so uniformly good, that he was able

to mow a good swath one hundred and one years in succession. He was born at Sudbury, 1687.

Shutesbury centre village lies sixteen miles south-east from Greenfield, seventy-four west by north from Boston, and about sixteen miles north north-east from Northampton.

SOMERSET.

BRISTOL Co. This was formerly the Indian *Shewamet*, and called the *Shewamet* purchase; a part of Swansea, at its incorporation as a town, in 1790. It is bounded north by Dighton, east by Taunton river, which divides it from the town of Fall River, south by Mount Hope Bay, and west by Swansea.

This town enjoys almost unlimited navigable facilities; it extends its whole length and breadth on the deep, navigable waters of Taunton river and Mount Hope Bay; besides, a part of its western boundary is Lee's river, jutting up from Mount Hope Bay to Swansea village. This town comprises Long Point and Shawmut Neck, at the mouth of Taunton river.

There are some manufactures in the town, particularly of stone and earthen wares, of which large quantities are made; but navigation and its kindred branches occupy the attention of most of the business part of the community. A large number of fine vessels are annually built at this place, and many are owned here, engaged in the merchant service, the fisheries, and coasting trade.

From Slade's Ferry, across Taunton river, to Fall River village, is about a mile and a half south. For distances, see *Fall River*.

SOMERVILLE.

MIDDLESEX Co. This is a new town, having been set off from Charlestown, and incorporated by an act of the legislature, in 1842, and contained, at that time, a sparse population, of about eleven hundred. The town is pleasantly located; a considerable part

of it is elevated above the surrounding country. The celebrated hills called Winter Hill and Prospect Hill, the latter of which more particularly is a distinguished spot in revolutionary annals, having been occupied for some time as the encampment of the American troops after the battle of Bunker Hill, are comprised in the town of Somerville. The town is bounded in part by Charlestown, Mystic river, Medford, West Cambridge, Cambridge, and East Cambridge; and is divided from the latter in part by Miller's creek, and an arm of Charles river.

Since the town has been incorporated, its growth and prosperity have been very rapid. Its fine locations for dwellings have been improved, and a large number of pleasant and handsome houses have been erected, both on what is called the Winter Hill road, and the Milk Row road. A portion of Prospect Hill, extending towards West Cambridge, and called Spring Hill, has been mostly laid out into lots, and made accessible by wide streets, which have been opened.

No less than three important lines of railroads pass through the town, one on the north side, the Maine extension railroad, extending through Essex county to New Hampshire and Maine; on the south-westerly side, the Fitchburg railroad, extending to a part of Worcester county, New Hampshire and Vermont; and in the centre, the Lowell railroad, extending to the manufacturing region of Lowell, Manchester, Nashua, and Concord, New Hampshire. Recently, the inhabitants have erected a handsome church, on an elevated position, on Spring Hill, which has been dedicated, and is now occupied for religious services. It is of the Unitarian denomination. A new church, of the Baptist denomination, has also just been erected, nearly on the dividing line in Charlestown, on the Winter Hill road, where a large portion of the population can be accommodated. The town is also provided with schools, a fire depart

ment, &c.; but we believe has no alms-house, and only *one town pauper*. Population in 1845, about one thousand seven hundred.

The McLean Asylum for the Insane is in this town, of which an account will be found under *State Institutions*. A small stream, called the Shawshine, runs through the town, and affords some considerable fishing privileges, as some hundreds of barrels of alewives are annually taken from it. The Milk Row Bleaching Company have their extensive works in this town, under the superintendence of Major Alfred Allen, and a large amount of business is done by the company. The most extensive and beautiful views of the city and surrounding country are to be had from the tops of Winter and Prospect hills, well worth the walk there to enjoy. Distance from Boston about three miles north-west.

SOUTHAMPTON.

HAMPSHIRE Co. This town was the second parish of Northampton until its incorporation, in 1753. It is bounded north by Westhampton and Easthampton, east by Northampton and West Springfield, south by Westfield, and west by Norwich and Montgomery.

This town is well supplied with mill sites, by Manham river, a considerable stream. The course of this river is singular. It rises in Westhampton, and passes through the westerly part of this town, to the border of Westfield; it then turns abruptly, traverses the central and eastern parts of this town, and falls into the Connecticut at Northampton.

The Hampshire and Hampden canal passes through the eastern part of the town. Lead, in various forms and qualities, is found here; and here is a subterraneous passage leading to a lead mine. This is an artificial excavation, mostly in solid rock, of nine hundred feet in length, and large enough to admit a boat. It is a curiosity, and is much visited.

There are some manufactures in the town, but the people are generally

employed in agricultural pursuits, and the soil is well adapted to that purpose.

Southampton is pleasantly situated, eight miles south south-west from Northampton, and twelve miles north-west from Springfield. To Boston, by the railroads, is one hundred and eighteen miles.

SOUTHBOROUGH.

WORCESTER Co. This town is bounded on the north by Marlborough, from which it was taken, in 1727. It has Framingham on the east, Hopkinton on the south, and Westborough and Northborough on the west.

A church was organized here in 1730. Rev. Nathan Stone was settled the same year, and preached till his death, in 1781.

This is one of the prettiest towns in the county. It is not large, but large enough for one municipality. The surface is gently undulating; with Pine and Breakneck hills, just high enough to give a fair view of the delightful country surrounding them. The soil is a strong, gravelly loam, rich, well cultivated, and productive of all the fruits of the earth common to a New England climate, with an abundance for domestic uses and the market.

Sudbury river, which rises in Westborough, passes the southern border of this town, and divides it from Hopkinton. Stony and Angle brooks and some smaller streams afford the town an ample water-power for domestic use, with some to spare.

There are some manufactures in this town, but the people are mostly engaged in cultivating their lands, gardens, and orchards; and, by great industry and skill, have rendered themselves independent.

Southborough Centre and Fryville are neat and pleasant villages. The latter is about a mile and a half eastward of the former. The Centre village is about five miles from the Worcester railroad depot at Westborough, from which, to Worcester is twelve miles west, and to Boston thirty-two east north-east.

SOUTHBIDGE.

WORCESTER Co. This town was incorporated in 1816. It was taken mostly from Sturbridge, but considerable portions from Charlton and Dudley. It was formerly called Honest Town. It is bounded east by Dudley and Charlton, north by Charlton, west by Sturbridge, and south by Woodstock, Connecticut. It is about fifty-nine miles south-west from Boston, nineteen miles south south-west from Worcester, nine miles south from the Charlton depot of the western railroad, and about the same distance west from the Webster depot of the Norwich and Worcester railroad. Population in 1845 about two thousand six hundred.

The land is generally uneven and hilly, but of good quality for grain, fruit, pasturage, &c. The Quinebaug river, an excellent and permanent mill stream, passes through the centre and principal parts of this town, uniting with French river, and other streams, to form a branch of the Thames. This river, with the favorable location of the town, has, within the last thirty years, led to the introduction of manufacturing to a large extent. There are now three cotton mills, besides the site of the Columbian mill, destroyed by fire, in December, 1844, on which other works will soon be erected. The woollen establishment of the Hamilton Woollen Company is one of the most extensive in the country. It has formerly been confined to broadcloths, but the proprietors have lately introduced, and are now successfully prosecuting the manufacture of muslin de laines, and other fancy cloths, for gentlemen and ladies' dresses. The Central Manufacturing Company, in the centre village, have also recently commenced the manufacture of this article, and other descriptions of fine fancy wool and worsted goods, for ladies' dresses, using the best models of machinery from England. Besides the cotton and woollen manufactories in this town, a large amount

of boots, shoes, and other articles, and some fine cutlery are produced.

A church was organized here in 1801, and the Rev. Jason Park was ordained the first pastor, in 1816. There are now four meeting-houses in the town, viz., Baptist, erected in 1800; Congregationalist, in 1821; Universalist, in 1842, and Methodist, in 1843.

The town has a large and commodious town-house, with a hall for town business, and upper rooms occupied for a high school, which is now, and has been for several years, successfully sustained, and well attended. The public schools are in seven districts, and generally employ about ten teachers. The amount of money raised for schools is one thousand dollars.

In general, it may be said, the town has a good, productive soil, with pleasant, attractive, and flourishing villages.

SOUTH HADLEY.

HAMPSHIRE Co. This town was formerly the second parish of Hadley, and was first settled about the year 1721. It lies on the east side of Connecticut river, about six miles south by east from the centre of Northampton, and about fourteen north from Springfield.

The soil of the town is generally of a good quality and productive. The surface is varied from that of the rich and lovely meadows on the Connecticut, to the lofty summit of Mount Holyoke.

The village in the centre of the town is very pleasant; it lies about three miles north of the village at the falls. Hockanum is a small village nearly opposite to Northampton; where we cross over to visit Mount Holyoke.

There is a canal in this town, two miles long, on the east side of Connecticut river, and a dam across the river of eleven hundred feet, which is constructed to overcome a fall in the river of fifty feet. This dam produces a water-power of great extent. The

canal has five locks, and a cut through solid rock of forty feet in depth, and three hundred in length.

There are large manufactures in the town of paper, and woollen goods, but there remains a large volume of water unimproved. Here are also manufactures of leather, boots, shoes, iron, pearl buttons, &c.

Mount Holyoke, on the northern borders of this town, rises eight hundred and thirty feet above the level of the Connecticut at its base, and from its summit presents probably the richest view in America, in point of cultivation and fertile beauty, and is quite a place of fashionable resort. "It is a part of a mountain ridge of greenstone, commencing with West Rock, near New Haven, and proceeding northerly, interrupted by only occasional valleys, across the state of Connecticut, until it enters Massachusetts between West Springfield and Southwick, and proceeds along the west line of the first-named place, and along the east line of Westfield, Easthampton, and Northampton, to the banks of Connecticut river. Until it reaches Easthampton its elevation is small; but there it suddenly mounts up to the height of a thousand feet, and forms Mount Tom. The ridge crosses Connecticut river in a north-east direction, and curving still more to the east, passes along the dividing line of Amherst and South Hadley, until it terminates, ten miles from the river, in the north-west part of Belchertown. All that part of the ridge east of the river is called Holyoke; though the prospect house is erected near its south-western extremity, opposite Northampton, and near the Connecticut."

"In the view from Holyoke we have the grand and beautiful united; the latter, however, greatly predominating." "On the west is seen, a little elevated above the general level, the populous village of Northampton, with its elegant public and private buildings; a little more to the right the neat and substantial villages of Hadley and Hatfield; and still further

east and more distant, Amherst, with its college, gymnasium and academy, on a commanding eminence, form a pleasant resting-place to the eye. On the south is seen the village of South Hadley. Springfield and other places south, indistinctly visible along the banks of the Connecticut, and even the spires of the churches in Hartford may be seen in good weather, just rising above the trees. With a telescope, the elevated peaks in the vicinity of New Haven may be seen. Facing the south-west, the observer has before him the ridge called Mount Tom, which rises one or two hundred feet higher than Holyoke." "In the north-west the Graylock may be seen peering above the Hoosic, and still farther north, the Green mountains shoot up beyond the region of clouds. Near at hand, in the valley of the Connecticut, are seen the insulated Sugar-Loaf and Toby, presenting their fantastic outlines; while far in the north-east rises in insulated grandeur the cloud-capt Monadnoc."

MOUNT HOLYOKE FEMALE SEMINARY. This is an institution of great promise, and from which the best results may be anticipated. It was incorporated a few years since, and is under the direction of a board of trustees. Its design is to give a solid, extensive, and well balanced English education to females, connected with that general improvement, that moral culture, and those enlarged views of duty, which will prepare them to become instructors. The institution is intended to be permanent, and to be placed on as lasting foundations as our colleges are for the other sex.

All the teachers and pupils constitute one family, and all the pupils are to perform a part of the domestic labor of the household. The buildings are large and commodious, and their site, in the village near the centre of the town, is unrivalled for the beauty and majesty of its scenery. This institution can accommodate two hundred and fifty scholars. The terms per annum, are sixty dollars.

SOUTH READING.

MIDDLESEX Co. This town was formerly the south parish in Reading, and was first settled in 1639. The first settled minister was the Rev. Samuel Green, in 1645.

South Reading has a varied and pleasant surface, with a good soil, but a large part of its inhabitants are engaged in the manufacturing business, particularly that of shoes. In 1844, when its population was about sixteen hundred, the value of shoes made was two hundred and twenty thousand dollars; of tin ware, twenty-five thousand dollars; of medicines, twenty thousand dollars; of razor strops, five thousand dollars, and of shoe tools, five thousand dollars; total value of manufactures, two hundred and seventy-five thousand dollars.

The town is well watered by Saugus river, and two delightful ponds. The village near the centre of the town is compact, neat, and flourishing. The Boston and Maine railroad passes through the town.

South Reading lies ten miles north from Boston, ten miles west from Salem, and fifteen miles south-east from Lowell.

The following are from the ancient records of the parish:—

1662. "This year the town ordered that no woman, maid, nor boy, nor gall shall sit in the South Alley and East Alley of the M. House, upon penalty of twelpepence for every day they shall sit in the alley after the present day. It was further ordered, That every dog that comes to the meeting after the present day, either of Lord's day or lecture days, except it be their dogs that pays for a dog whipper, the owner of those dogs shall pay sixpence for every time they come to the meeting, that doth not pay the dog whipper."

1667. "This year the town contained 59 dwelling-houses. It was ordered, that every dog that comes into the meeting-house in time of service shall pay sixpence for every time he comes."

SOUTHWICK.

HAMPDEN Co. This town was formerly the south part of Westfield. It was first settled about the year 1734. A Congregational church was organized here in 1773, and the Rev. Abel Forward was settled the same year.

This town is elevated, but not mountainous; it comprises a varied surface, with much good land. It is watered by Little river and some small streams. The Hampshire and Hampden canal passes through it, and receives a large portion of its waters from Congamuck pond, a long and large collection of water at the south-eastern part of the town.

The manufactures of the town consist of gunpowder, leather, and various other articles.

Southwick is bounded north by Westfield, east by West Springfield, south by the state of Connecticut, and west by Granville. It will be seen, by a map of the state, that a part of the territory of this town is composed of a projection into the state of Connecticut of about three miles square. This is owing to an error in an old survey. Previous to 1800, it was a subject of controversy between the two states; but since that time the title of Massachusetts has not been contested.

Mr. Richard Dickinson, who died in this town in 1824, appropriated seventeen thousand dollars in his will for the benefit of the schools. A sum not exceeding one half goes to the support of a grammar-school, and the remainder to the district schools. The interest only is appropriated. The grammar school has been commenced, and is free to the youth of Southwick.

There is a very pleasant village in this town, which lies ten miles west south-west from Springfield, and six miles south of the Westfield depot, on the western railroad, one hundred and eight miles from Boston.

The village in the south part of the town is pleasant; it is about three miles from the other. Both villages are about a mile from the pond.

SPENCER.

WORCESTER Co. The whole of this town was included in the original grant of Leicester. It was made a parish in the year 1744, by the name of the West Parish of Leicester, and incorporated a town in 1753, by the name of Spencer. The church was organized here in 1744, and Rev. Joshua Eaton was ordained their pastor the same year. He continued with the people till his death, in 1772, and was succeeded, the next year, by Rev. Joseph Pope. The next minister was Rev. Stephen Crosby, who was settled in 1819. Mr. Crosby was succeeded by Rev. Levi Packard, in 1826.

This town is elevated, and is said to be nine hundred and fifty feet above the tide-waters in Boston harbor. The surface is rough and uneven, but the soil is very fertile. It is watered by many streams, which run through the different parts; but none of them are of much size. Seven-mile river is the largest.

The manufactures of Spencer are considerable; they consist of woollen goods, scythe snaths, straw bonnets, leather, boots, shoes, cabinet ware, chairs, palm-leaf hats, harnesses, &c.

Spencer lies eighteen miles west by south from Worcester, by the western railroad, which passes through the town, and sixty-two miles west by south from Boston.

SPRINGFIELD.

HAMPDEN Co. This is the chief and shire town of the county, and one of the most beautiful and important inland towns in New England. It is situated on the east bank of the Connecticut river, ninety-eight miles west by south from Boston, one hundred and two east by south from Albany, New York, twenty five from Hartford, Connecticut, and twenty south from Northampton.

Along the river are rich alluvial meadows, highly productive; and back of them the grounds rise to considerable elevation, and terminate in

a plain of moderate fertility, extending east to Wilbraham. The business part of the town is chiefly on Main street, which is spacious, nearly three miles in length, and contains many elegant buildings. The street runs parallel with the river; and east of it, on the rising ground, are many handsome private residences overlooking the town.

Springfield is the centre of a large inland and river commerce; its natural and artificial advantages rendering it one of the most important commercial depots on Connecticut river. Being nearly equi-distant on the line of the western railroad from Boston and Albany, and the terminus of the New Haven, Hartford, and Springfield railroad, which is about being extended to New York; and also of the Springfield and Northampton railroad, which is in progress of completion to Greenfield, and will doubtless, in time, be extended much farther up the Connecticut valley, and even to Montreal, in Canada. During the season of navigation, steamboats for the transportation of passengers ply between this place and Hartford, and freight boats to and from towns both above and below.

There are in the town twenty churches; six Congregational, one Unitarian Congregational, one Episcopal, four Methodist Episcopal, two Wesleyan Methodists, three Baptists, two Universalists, and one Roman Catholic; three banks, the Springfield, Chicopee, and Cabotville; five weekly papers are published here, the Republican, Gazette, Post, Washingtonian, and Chronicle, and one daily, the Republican.

The United States Armory, the largest and most important of the kind in the Union, is situated here. The principal buildings are on elevated ground, about half a mile from Main street. They are built of brick, and are handsomely arranged around a square, presenting a fine appearance. From twelve thousand to fifteen thousand muskets are annually manufactured; and one hundred and fifty thousand are stored in the arsenals connected with the establishment.

About two hundred and fifty men are constantly employed in the various branches of manufacture.

Springfield abounds in excellent water-power; that of the Chickopee alone, within the limits of the town, it has been ascertained, is fully equal to that of the Merrimack at Lowell; not half of which is yet occupied. And in manufacturing importance, Springfield is second only to Lowell in New England.

On Mill river are extensive paper, cotton, and iron casting manufactures, mills, and mechanical establishments. Also machine shops connected with the United States armory.

Cabotville, three miles north from the railroad depot, on the Chickopee river, is a large manufacturing village. Three cotton manufacturing companies are established here; the Cabot, Perkins, and Dwight, with a capital of one million seven hundred thousand dollars in all, and seven mills, running fifty-three thousand spindles, with an annual copsumption of twelve thousand bales of cotton, and a manufacture of sixteen million yards of cloth, giving employment to fifteen hundred operatives. Also the Ames Company are largely engaged in the manufacture of swords, brass cannon, bells, machinery, and cutlery. This is the only place in the country where any considerable business is carried on in the manufacture of swords. The whole process, from the forging of the blade to the most exquisite finish, being done within the establishment.

Chickopee Falls, a mile and a half farther up the Chickopee, is another considerable manufacturing village. The Chickopee company is established here, with a capital of seven hundred thousand dollars, having four mills, running twenty-two thousand five hundred and forty-four spindles, with an annual consumption of five thousand bales of cotton, and a manufacture of six million five hundred thousand yards of cloth, giving employment to eight hundred operatives. There are also in the place extensive

manufactures of paper, iron castings, carbines and pistols, machinery, &c.

Springfield was settled in 1635, then called *Agawam*, its Indian name. William Pynchon, Esq., who may be considered as the father of the town, with others, under the authority of the general court of Massachusetts, removed from Roxbury, and commenced building a house on the west side of the river. Being informed by some friendly Indians that the house would be exposed to the flood, they abandoned it, and erected another on the east side.

In 1640, the name of the town was changed from Agawam to Springfield. Some uncertainty exists as to the date of its incorporation; most probably, however, it was in 1641. Its limits, by various purchases from the natives and grants from the legislature, became very extensive, embracing a tract nearly twenty-five miles square, including many of the present surrounding towns on each side of the river.

For forty years after the commencement of the settlement, the inhabitants lived in peace with the surrounding Indian tribes. During "King Philip's war," Springfield suffered with the other settlements. On the 5th of October, 1675, an attack was made on the town by three hundred warriors. Three men and one woman were killed, and thirty dwelling-houses and twenty-five barns were destroyed.

During the Massachusetts insurrection, in 1786, Springfield was in part the theatre of the movements of the insurgents. On the 20th of December, Shays marched into the town with about three hundred malcontents, and took possession of the court-house, and prevented the sitting of the court appointed to be holden at that time. In the January following an attempt was made to take possession of the United States arsenal. Shays, at the head of eleven hundred men, marched forward for this purpose. General Shepard, who, with a considerable force, had taken post near the arsenal, for its defence, sent word

to the insurgents to discontinue their approach. No regard being paid to this request, they were fired upon by Shepard, and three men were killed, and one wounded; whereupon the whole body were thrown into confusion, and precipitately retreated.

Since then, the town has rapidly increased. In 1791, the population was 1,574; in 1810, 2,767; in 1820, 3,914; in 1830, 6,784; in 1840, 10,985; and in 1845, 14,703.

At the November election in 1844, the whole number of votes cast, was two thousand four hundred and nine, exceeding in amount, the entire population in 1800.

STERLING.

WORCESTER Co. This was for many years the second parish of Lancaster, and was first settled as early as 1720. Its Indian name was *Chockset*. At its incorporation, in 1781, it was named in honor of Lord Sterling, of New Jersey, an American general.

Sterling is a large town, bounded on the north by Leominster, east by Lancaster, south by West Boylston, and west by Princeton.

The surface of the town is hilly and uneven, but there is very little broken or waste land in it. The soil is fertile, producing in rich abundance, to repay the husbandman for its cultivation. The land is naturally moist, and by the help of the rivulets, the water may be turned over the sides of most of the hills. There is but one river in the town, called Still river, from the placid motion of the waters. In the central part of the town, there is an uncommonly beautiful little village, consisting of two churches, and about twenty dwelling-houses.

The manufactures of the town consist of leather, boots, shoes, palm-leaf hats, straw bonnets, scythe snaths, and especially of chairs and cabinet-ware, of which a large amount is annually made.

There are in this town many large and well cultivated farms, and the people generally are good farmers,

and find the business both healthful and lucrative.

A church was gathered here in 1744, and the Rev. John Mellen was settled as pastor the same year. He was succeeded by the Rev. Reuben Holcomb, in 1779.

Sterling lies twelve miles north from Worcester, ten south south-west from the Shirley depot, on the Fitchburg railroad, and forty west by north from Boston.

STOCKBRIDGE.

BERKSHIRE Co. The surface of this town is exceedingly varied, from tall and majestic mountains to deep and lovely valleys. The soil in the valleys is rich, and produces great crops of grain and hay, and the higher grounds afford the sweetest pasturage. Its water-power is large and very extensive.

Stockbridge mountain lies at the west, and Monument mountain at the south part of the town, and in the south-east corner the Beartown mountains rise. On the height of the north-west spur of these mountains, is a very narrow and deep ravine, perhaps a quarter of a mile long, where the rocks of every size and form, are thrown together in the wildest confusion. This is called the "Ice Hole," from the fact that ice remains in this chaos through the year.

On the east side of the town, and wholly within its limits, is Rattlesnake mountain, about two miles in length, and capable of cultivation in most places to nearly its summit. This is one of the very few single mountain elevations in New England.

The Housatonic enters the town from Lee, along the northern base of the Beartown mountains, and takes first a western, then a northern, then again a western, and then a southern direction, passing round Monument mountain into Great Barrington. Its windings are many, and extensive meadows lie on its borders.

This receives Konkapot brook, a sluggish stream, from the south, and

Barnum's brook, Great pond brook, and Mohawk brook, from the north.

There are a number of large and beautiful ponds in the town, which serve to swell the Housatonic.

The manufactures of the town consist of cotton and woollen goods, pig iron, iron castings, leather, machinery for boring iron and wood, chairs, boots, shoes, &c.; annual value about five hundred thousand dollars.

The ministry of the gospel commenced in this town, by the establishment of a mission church for the Indians, by the Board of Commissioners for Indian Affairs, in Boston, in the year 1734; and perhaps there never were more faithful and successful pioneers in this glorious work. From time to time, individuals from English families were united to the church, until the English professors became the most numerous.

SUCCESSION OF THE CLERGY OF THE FIRST CHURCH.

Rev.	Set.	Æ.
John Sergeant,	1735, died 1749,	39.
Jona. Edwards,	1751, died 1758,	54.
S. West, D. D.,	1759, died 1819,	83.
E. G. Swift,	1810, dis. 1818.	
David D. Field,	1819.	

Near the centre of the town is a delightful village, situated on an elevated plain, between the river and what the Berkshire people modestly call the "Hill," but which the "down easters" would term a mountain. In this village are a number of beautiful buildings, both for public uses and private dwellings. Most of them are on a broad street, running from east to west, and lined on each side with trees. Here, one can but stop to admire the works of nature in her boldest and softest exhibitions, united to the beauties which civilization and refinement have mingled with her charms.

This village lies about seven miles south-east from the depot of the western railroad at West Stockbridge, from which it is eleven miles to Pittsfield, and one hundred and sixty-two

to Boston. To Pittsfield, by the old road through Lenox, is about twelve miles north.

STOCKBRIDGE INDIANS. This township was granted to the River or Housatonic Indians in 1734, and in 1739, the settlement called "Indian Town" was incorporated by its present name, from a town in England; and from that time to the present, the people of this tribe have been called the "Stockbridge Indians."

The Indian name of the place was *Muhhekaneers*, signifying, as they say, "the people of the great waters, continually in motion."

"Their history, as derived from the traditions of their ancestors, by one of the tribe," says President Dwight, "is summarily the following:—

"They came from a distant country, west by north; i. e., a country lying in that direction from Stockbridge; crossed over the great waters which separate that country from this, and after a series of pilgrimages, arrived on the borders of Hudson's river. Here they settled, and spread through the neighboring country. Their ancestors, they say, were much more civilized than their descendants; lived in towns and villages, and were very numerous; but, being dispersed by a famine, they were obliged to seek for subsistence in distant regions. In the progress, they lost their arts and manners; or in the language of the historian, 'apostatized.' Before they began sensibly to diminish, they could furnish, on any emergency, a thousand warriors; and of course consisted of about four or five thousand persons; probably, however, not more than four thousand."

A particular history of this people would be deeply interesting; as a tribe, they were peaceable, tractable, and intelligent; ever friendly to the people of the United States, and never guilty of an act of hostility towards one of its citizens. They remained in this town until after fighting the battles of the revolution, when they began, in 1783, to emigrate to the country of Oneida, in the state of New

York, where the Oneida Indians had given them a township. Having sold their lands in Stockbridge in 1788, they had all, in number about four hundred, reached their new homes, which they called New Stockbridge. After remaining in New York thirty-four years, they removed to Wisconsin, where they tarried in another New Stockbridge seventeen years. They then ceded their lands to the government, and now the greater part of this tribe reside near Fort Leavenworth, on the western bank of the Missouri, where, it is said, they are quite civilized, and still retain the good impressions acquired by the example and precepts of their faithful missionaries. They however live in constant dread of the influence of the white man's star, which is continually gliding westward. The sentiment of the poet is ever in their minds:—

"They waste us—aye, like April snow
In the warm noon, we shrink away;
And fast they follow, as we go
Towards the setting day,—
Till they shall fill the land, and we
Are driven into the western sea."

STONEHAM.

MIDDLESEX Co. The territory of this town comprised the north part of Charlestown until its incorporation, in 1725. It is bounded north by Reading, east by Saugus, south by Medford, and west by Woburn.

There is some good land in Stoneham, and the soil is generally of a gravelly loam, but it is too rough and stony for easy cultivation. The manufacture of shoes is much pursued in this town, and large quantities are made.

Spot pond, a beautiful sheet of water, covering an area of two hundred and eighty-three acres, lies in this town. Its southern edge is on the line of Medford. It is one hundred and forty-three feet above sea-level.

Stoneham lies nine miles north from Boston, ten west south-west from Salem, and about two miles east from the Boston and Lowell railroad at Woburn.

STOUGHTON.

NORFOLK Co. This town was originally a part of Dorchester, and was named in honor of William Stoughton, lieutenant-governor of the province of Massachusetts Bay, from 1692 to 1702. The town of Stoughton was incorporated in 1726, and at that time included within its limits the present towns of Canton, Sharon, Stoughton, and the largest portion of Foxborough. Some of the head-waters of Neponset and Taunton rivers rise in this town. The records of the proprietors of Dorchester Swamp, (situated in this town,) were, by a resolve of the general court, ordered to be deposited in the Registry of Deeds for the county of Norfolk. They consist of surveys of lots of land made by Mr. Blake, more than a century ago, interspersed with scraps of original poetry and other curious matters.

The highest land in the town is a hill called the "Pinnacle," the summit of which commands an extensive view, including Boston harbor.

There are a woollen and two cotton mills in the town, and manufactures of boots, shoes, shoe-tools, and boot-forms; total value of manufactures the year ending April 1, 1837, exclusive of cotton goods, five hundred and twenty-five thousand nine hundred and forty dollars; of which four hundred and eighty-seven thousand three hundred and ninety dollars were for boots and shoes. The number of persons employed in manufactures was nine hundred and twenty. The business of manufacturing boots and shoes has probably doubled since 1837.

A large village of shoe manufacturers has, within a few years, "sprung up as if by enchantment." There are in the town five houses of public worship, and a spacious and commodious town house.

The Stoughton Branch Railroad Company, chartered in 1844, have completed a railroad from the village above named to the Canton depot of the Boston and Providence railroad; distance about four miles; cost of road about eighty thousand dollars.

This town lies eighteen miles south from Boston, and ten south-east from Dednam

STOW.

MIDDLESEX Co. This is an ancient town. It was first settled about the year 1650. The Indians had two names for it, from two hills; *Pompascitticut* and *Shabbukin*. It is bounded north by Boxborough and Acton, east by Sudbury, south by Marlborough, and west by Bolton.

The surface of the town is varied by hill and vale; the soil in many parts is light and sandy; but it contains much good land for cultivation; hops are raised here in large quantities, and some of the product of the dairy is sent to market.

The Assabet river passes through the town, and affords a good water-power. The manufactures of the town consist of woollen goods, leather, boots, shoes, straw bonnets, palm-leaf hats, &c.

Stow lies eight miles west south-west from Concord, and three miles from the Fitchburg railroad at Acton, which is twenty-five miles from Boston.

STURBRIDGE.

WORCESTER Co. This town was formerly called *Tantuesque* by the Indians, and New Medfield by the English. It is bounded north by Brookfield, and south by the state of Connecticut.

This is a very pleasant town, and is well watered by Quinebaug river. The surface of the town is uneven and hilly, and the soil hard to subdue; but it has become productive, by good management, of excellent crops. There are some good fish ponds in the town, which serve to swell the Quinebaug.

There are five cotton mills in Sturbridge, and manufactures of boots, shoes, leather, chairs, cabinet-ware clothing, palm-leaf hats, trunks, harnesses, chairs, wagons, sleighs, *pocket rifles*, bits and augers; annual value about two hundred thousand dollars.

Sturbridge lies eighteen miles south-west from Worcester, sixty west south-west from Boston, and about seven miles south of the western railroad at Brookfield.

SUDBURY.

MIDDLESEX Co. This ancient town is situated on the west side of a river of the same name. It is watered by a small stream, a branch of Sudbury river, and has some water-power. There is a paper mill in the town, a plough factory, and manufactures of boots, shoes, &c.

The surface of the town is pleasant, and rather romantic. The river divides it from Wayland. Along the borders of this river are large tracts of low meadow land, some of which is very valuable.

Sudbury was first settled in 1638. In 1676, about seventy men, on their march for the relief of Marlborough, fell into an ambuscade with the Indians; twenty-six of the English were left dead on the field; the residue were captured, and many of them afterwards tortured and slain. West of Sudbury causeway, is a monument erected to their memory, by President Wadsworth, of Harvard College, a son of the captain of the band.

Sudbury lies nineteen miles west from Boston, six south south-west from Concord, and eight north from the Worcester railroad at Framingham.

SUFFOLK COUNTY.

See *Boston* and *Chelsea*. Also, *State Tables*.

SUNDERLAND.

FRANKLIN Co. This town lies on the east side of Connecticut river, ninety miles west from Boston, and nine south by east from Greenfield. It was taken from Hadley in 1718.

The central village of Sunderland is pleasantly situated on a fine interval of land on the east bank of Connecticut river. It consists of about fifty dwelling-houses and a Congregational church. The village street is about three fourths of a mile in extent. The North village is about three miles from the centre, and contains about fifteen or twenty dwellings and a Baptist church. Plum Tree village is three miles south, and is about the size of the north village. At the central village there is a bridge over the Connecticut, eight hundred and fifty-eight feet in length; it was built in 1832, at an expense of twenty thousand dollars. The village is handsomely built, and the scenery in the vicinity is uncommonly interesting; the Sugar-loaf mountain rises at about half a mile's distance, on the western bank of the river, in solitary and striking grandeur; while Mount Toby rises to the eastward.

Mount Toby is a sand-stone mountain, elevated about a thousand feet above Connecticut river, and lies partly in Sunderland and partly in Leverett, and is almost covered with forests. On the north-west side of this mountain, in the north part of Sunderland, are a cave and fissure which have attracted some attention. This mountain is composed of pudding-stone, and the small stones within it are round and smooth, as though washed by the ocean; they are of various sizes, and of every color. On one side of this mountain is a cavern between fifty and sixty feet in depth, and one hundred and forty-eight feet in length; and other ruptures seem to indicate some great change in this mountain since its formation.

The people of this town enjoy a fine display of grand and lovely scenery; they are generally good farmers, and noted for their good schools and philanthropic dispositions.

SUTTON.

WORCESTER Co. The territory of this town was purchased of the Indians about the year 1704. It is bounded north by Millbury and Grafton, east by Northbridge, south by Douglass, and west by Oxford.

This is a pleasant town, and extensively engaged in manufacturing. It is watered by the Blackstone river, and the Blackstone canal passes on the northern border. The township is generally hilly, though of good soil. It contains soap-stone, and excellent granite for building.

The manufactures of Sutton consist of cotton and woollen goods, machinery of various kinds, scythes, boots, shoes, &c.; amounting annually to about half a million of dollars.

There are a number of neat and handsome villages in the town; that near the centre, Wilkinsons ville, at the north part of the town, and Manchaug, at the south, are the principal. There are a number of beautiful ponds in Sutton, and a great curiosity, called "Purgatory Cavern." This cavern is a fissure in gneiss, nearly half a mile long, in most parts partially filled by the masses of rock that have been detached from the walls. The sides are often perpendicular, and sometimes seventy feet high, being separated from each other about fifty feet.

The first church in Sutton was organized in the fall of 1720, and Rev. John McKinstry ordained their pastor. He was a native of Scotland, and was there educated. He was dismissed in 1728, and was succeeded the next year by Rev. David Hall, D. D., who, after a life of usefulness, died 1789. He was succeeded by Rev. Edmund Mills, in 1790. The next pastor, Rev. John Maltby, was ordained in 1826. His successor, Rev. Hiram Tracy, was ordained in 1835. The second parish in Sutton was incorporated by the legislature in 1743. Rev. James Welman was their first pastor, ordained in 1747. The first Baptist society in the town was formed in 1785, and Rev. Benjamin Marsh was ordained their elder. Of the Baptist society in the south-east part of the town, Elder

William Bachelder was the first pastor, ordained in 1792.

The centre village in Sutton lies nine miles south by east from Worcester, forty miles west south-west from Boston, three south-west from Wilkinsonville, four north from Manchaug, and about five miles east from the Worcester and Norwich railroad at Oxford.

SWANSEY.

BRISTOL Co. The name of this town was originally spelt Swansea, from a town in Wales. Its Indian name was *Pockanocket*.

This town is bounded north by Rehoboth and Dighton, east by Somerset, and south south-west and west by Mount Hope Bay, Warren and Barrington, Rhode Island.

Between Lee's and Cole's rivers, two arms of Mount Hope Bay, lies Mattapoiset Neck, about three miles in length, at the head of which is Swansey village, a place of considerable trade and navigation. This town is favored with good navigable waters, and an hydraulic power. Ship-building is carried on here to some extent, and here too are manufactures of cotton and woollen goods, paper, and many articles for domestic use.

This is an interesting town, and will be memorable on account of its being the place where the first English blood was shed in "King Philip's War." Philip having laid his plans for the extermination of the English, his warriors were so impatient, that he was obliged to promise them that on the next Lord's day, when the English were gone to meeting, they should rifle their houses and kill their cattle. Accordingly, on Sunday, June 20th, 1675, he permitted his men to march out into the neighborhood of Swansey, and to annoy the English by killing their cattle, thus hoping to provoke them to commence the attack; for it is said a superstitious opinion prevailed among them, that the side which did the first execution would finally be conquered. The Indians were so insolent in their deport-

ment and language, that an Englishman was so provoked that he fired upon one of them and wounded him. This, according to Mr. Hubbard, in his "Indian Wars," was the first gun fired. According to tradition, this Indian who was wounded, after killing a number of cattle in the field, went into the man's house and demanded liquor; being refused, he attempted to take it by violence, and at the same time threatened revenge; this caused the Englishman to fire upon him. The Indians upon this commenced open war.

To as late a date as 1840, this town had been without a church of the Congregational order. In 1649, Obadiah Holmes and others, of that part of Rehoboth now a part of Swansey, having embraced the Baptist sentiments, withdrew from the Congregational church, and set up a separate meeting of their own. The attempt to break them up, and the persecution they received, increased the number of Baptists. In 1663, they were much strengthened by the arrival of Rev. John Myles, with part of his church, which he had formed at Wales, whence he had been ejected for non-conformity. In the year of his arrival, Mr. Myles formed a Baptist church in Rehoboth, now Swansey, it being the fourth formed in America.

These and subsequent proceedings were deemed such an evil by the rest of the inhabitants of the town, and of the colony generally, that the court of Plymouth was called on to interfere. Each member of this new church was fined five pounds, prohibited from worship for the space of one month, and they were advised to remove from Rehoboth to some place where they might not prejudice any existing church. They accordingly removed to Barrington, Rhode Island.

There are now three or four Baptist churches in Swansey, and a Union meeting-house, where all denominations of Christians have the privilege to worship.

Swansey lies four miles north-west from Fall River, thirteen south by west from Taunton, forty-eight south

from Boston, and thirteen miles south-east from Providence, Rhode Island.

TAUNTON.

BRISTOL Co. This very beautiful town, one of the shire towns of the county, was incorporated in 1639, and made the county town in 1746. It was named for a town in England, from which some of the first settlers came. Its Indian name was *Cohannet*.

About the period of its settlement, Miss Elizabeth Pool, a lady of family and fortune, from Taunton, in Somersetshire, England, conceived the bold design of occupying the territory of Cohannet. It appears that an ardent desire of planting another church in the American wilderness, induced this pious puritan lady to encounter all the dangers and hardships of forming a settlement in the midst of the Indians. She died in 1654, and her kinsman placed over her grave a stone with an inscription which commemorates her virtues.

In Lechford's pamphlet, entitled "News from New England," published in London in 1642, is the following:—

"Cohannet, alias Taunton, is in Plymouth patent. There is a church gathered of late, and some ten or twenty of the church, the rest excluded; Master Hooke, pastor; Master Street, teacher. Master Hooke received ordination from the hands of one Master Bishop, a school-master, and one Parker, a husbandman, and then Master Hooke joyned in ordaining Master Street. One Master Dougherty, a minister, opposed the gathering of the church there, alleging that according to the covenant of Abraham, all men's children that were of baptized parents, and so Abraham's children, ought to be baptized; and spoke so in publique, or to that effect, which was held a disturbance, and the minister spake to the magistrate to order him; the magistrate commanded the constable, who dragged Master Dougherty out of the assembly. He was forced to go away from thence with his wife and children."

Taunton is situated at the junction of Mill river with the Taunton, and possesses an admirable water-power.

Mill river is formed of several streams which rise in the northern part of the county, and Scaddings pond, in the north part of the town. Taunton river, the *Tetiquet* of the Indians, rises in the county of Plymouth, and falls into Mount Hope Bay. The Taunton and its branches water the towns of Abington, Hanson, Halifax, and Plympton, all the Bridgewater, Raynham, Taunton, Berkley, Dighton, Freetown, Fall River, and Somerset. It is navigable to Taunton, for small vessels, and with its contemplated improvement, steamboats will be enabled to run to Taunton, and thus become another channel of conveyance between Boston and New York. This river is celebrated for the great and widely distributed water-power it produces, and for the multitude of alewives within its waters.

There is some excellent land in the town, under a high state of cultivation; but the attention of the people is turned rather to manufacturing than to agricultural pursuits. There are in the town a large number of cotton mills, print works, paper mills, nail factories, forge, furnace, &c. Here are also manufactures of leather, boots, shoes, hats, chairs, straw bonnets, books, bricks, vessels, &c.; the annual value of which, as early as 1836, was about a million and a half of dollars, since which, every branch of manufacture has greatly increased.

There is some navigation owned in this town, which is employed in the coastwise trade and domestic fishery.

The manufacture of Britannia ware at this place, is of recent origin in this country, and proves successful. The articles manufactured, are tea-sets, castors, urns, and all the varieties of that description of ware. The quality of the metal, and beauty of the polish of this ware, is said to equal any imported from "Britannia."

The village in the centre of the town contains a large number of handsome public and private buildings, tastefully located around a beau-

tiful enclosure, called "Taunton Green." This public walk is ornamented with trees, which heightens the beauty of this delightful village. There are a number of beautiful ponds in the town, and some high grounds, from which delightful prospects are obtained; but in the neat and flourishing villages scattered along on the banks of its rivers is an intrinsic charm blended with the natural beauties of the town. This place has long attracted the attention of skilful mechanics and men of wealth, and is fast filling up.

The MOUNT PLEASANT CEMETERY, near "Taunton Green," is on a spot of ground of diversified surface, and laid out with much taste and judgment, on the plan of that of Mount Auburn, near Boston. In this cemetery the ladies of Taunton have erected a chaste and beautiful marble monument to the memory of Miss Foole. The following is the ancient inscription on her tomb-stone:—

"Here rest the remains of Elizabeth Poole, a native of Old England, of good family, friends, and prospects, all of which she left in the prime of her life, to enjoy the religion of her conscience in this distant wilderness; a great proprietor of the township of Taunton, a chief promoter of its settlement, and its incorporation in 1639—40; about which time she settled near this spot, and having employed the opportunity of her virgin state in piety, liberality, and sanctity of manners, died May 21, 1664, aged 65."

Taunton is approached from all points with great facility, by the different lines of railroads connected with that of the Taunton and New Bedford, which passes through the town. The village of "Taunton Green" lies thirty-five miles south from Boston, twenty north north-west from New Bedford, seventeen north by east from Fall River, and twenty-eight east by north from Providence. Plymouth, by the old road, lies twenty-eight miles east by north from Taunton.

TEMPLETON.

WORCESTER Co. This is a fine farming town, with a pleasant surface, and fertile soil. It is bounded north by Winchendon, east by Gardner, south by Hubbardston, and west by Phillipston. It lies twenty-six miles north-west from Worcester, fifteen west by south from Fitchburg; from which to Boston is fifty miles. The railroad from Boston to Vermont passes through the town.

Templeton is somewhat elevated, and sends branches both to Miller's river on its north, and to the Chickopee on its south. These streams afford the town a constant and valuable water-power, which is rapidly improving for manufacturing purposes. Along the streams are fine intervals, and the town is well supplied with all the varieties of woods for timber and fuel.

There are a number of pleasant villages in the town; that in the centre is very handsome. Baldwinsville and Dedmunsville, two neat and flourishing manufacturing villages, of recent growth, are situated at the north part of the town, on Otter river, a branch of the Miller's. These villages, with their water-power and easy communication with Boston by railroad, give to them great promise of increase. The value of goods manufactured in this town nine years ago, amounted to one hundred and fifty thousand dollars; since that time the amount is greatly enhanced. The articles manufactured at that time consisted of woollen goods, boots, shoes, leather, iron castings, shovels, hoes, spades, forks, palm-leaf hats, chairs, carriages, cabinet, tin, and wooden wares. This town sends to market a large amount of the fruits of the soil.

The first church was gathered here in 1755, and Rev. Daniel Pond was ordained pastor. He was dismissed in 1759, and succeeded by Rev. Ebenezer Sparhawk in 1761. The next minister, Rev. Charles Wellington, was ordained in 1807. Rev. Lemuel P. Bates was installed pastor of the second church in 1833. He was succeeded by Rev. Lewis Sabin, in 1837.

TEWKSBURY.

MIDDLESEX Co. Tewksbury was formerly an Indian village, a part of Billerica, and called *Wamesitt*. It is bounded northerly by Belvidere, a part of Lowell; north-east by Andover, south-east by Wilmington, south by Billerica, and west by Concord river, which divides it from Chelmsford and Lowell. The centre of the town lies five miles south-east from Lowell, and twenty north north-west from Boston. The Boston and Lowell railroad passes through the south-western corner of the town, about two miles south-west of the centre village.

The surface of this town is rather level, with a thin soil, better adapted to the growth of hops and rye than other crops.

The first settled minister in Tewksbury was the Rev. Sampson Spaulding, in 1737; the second, the Rev. Titus T. Barton, in 1792; the third, the Rev. Jacob Coggin, in 1806.

TISBURY.

DUKES Co. This is the central of the three towns on the island of Martha's Vineyard. It extends from Vineyard Sound on the north, to the sea on the south, and has Edgartown on the east, and Chilmark on the west.

The noted harbor of "Holmes' Hole," in this town, is on Vineyard Sound. This harbor is large and safe, and of a sufficient depth of water for the largest merchantmen. It is much frequented by vessels passing through Vineyard Sound, particularly when the winds are contrary. The village at this harbor is pleasant, large, and quite a place of business. A number of vessels belong here engaged in various nautical pursuits. Good and faithful pilots reside here, to assist the inexperienced navigator in his passage along this dangerous coast.

There are some highlands near the harbor, but the town is generally level. There is much good land in the town, in a state of cultivation, some that is covered with wood, and some that is low and swampy. In common

with the neighboring towns of Edgartown and Chilmark, this town possesses much delightful marine scenery. There are some manufactures in the town of salt, leather, boots, shoes, hats, &c. Some articles of agricultural products are sent from the island beside large quantities of wool.

Lagoon lake or pond communicates with Holmes' Hole by an opening which is only four rods wide and seven feet deep at high water. It is supposed formerly to have been wider and deeper, and to have been a part of the harbor. The pond is three miles in length and one mile in width, and in several places forty feet in depth.

Newtown pond, in the south part of Tisbury, is a mile and a half long, and has a natural communication with the sea, through which the tide rises and falls. The largest brooks in the island empty into the head of this pond, not more than one hundred rods apart, one running from the west and one from the north-west. On the easterly side of this pond are a number of deep coves, around which is much marshy land.

The wells in this town, and in other parts of the island, are not deep, the water in them being on a level with the sea. The common depth is from fifteen to twenty feet. The water in them is soft, and of a good quality, and will wash as well as rain water.

Rev. John Mayhew began to preach at Tisbury in 1673, but was not ordained. Rev. Josiah Torrey was ordained in 1701; Rev. Nathaniel Hancock in 1727; Rev. George Damon in 1760, and was dismissed about 1779. Rev. Asa Morse was installed in 1784, and dismissed at his request in 1799. He was succeeded in 1801, by Rev. Nymphas Hatch.

"Holmes' Hole" village lies eight miles north-west from Edgartown, six miles south-east from Woods' Hole, twenty-two east south-east from New Bedford, and seventy-seven south south-east from Boston. Across the sound to Falmouth is about six miles.

TOLLAND.

HAMPDEN Co. This town was taken from Granville and Sandisfield, in 1810. The territory was formerly called Southfield. It is bounded north by Otis and Blandford, east by Granville, south by Colebrook, Connecticut, and west by Sandisfield.

This township is on elevated land, which is adapted for grazing. Considerable quantities of butter and cheese are produced. It is watered by Farmington river, the western boundary of the town, which is here a beautiful and lively stream.

The Rev. Roger Harrison was ordained here in 1798, and resigned in 1822. He was succeeded by Rev. Benet F. Northrop, in 1827, who resigned the next year. The celebrated missionary, Gordon Hall, was a native of this town.

Tolland has a neat village in the centre of the town, and a new one has sprung up on the border of the river, called New Boston. These villages are nearly four miles apart. The centre village lies twenty-two miles west from Springfield, one hundred and twenty west south-west from Boston, and fifteen from Westfield depot.

TOPSFIELD.

Essex Co. Before the incorporation of this town, in 1650, it was called by the Indians *Sheweenemady*, and by the whites, New Meadows.

This is a very pleasant town, watered by Ipswich river and its branches. The surface is agreeably diversified by hills and valleys. There are some fine tracts of intervalle in the town, and the uplands possess a strong soil, rendered productive by industrious and skilful farmers.

The principal manufacture is that of boots and shoes, in which about eight hundred hands are employed, making annually a very large amount.

This town lies twenty-one miles north by east from Boston, and nine north by west from Salem. The centre village is about four miles west

from the depot at Hamilton, on the eastern railroad.

Topsfield was first settled about the year 1642. Among the names of the first settlers were Peabody, Perkins, Clark, Cummings, Bradstreet, Gould, Town, Easty, Smith, and Wildes; many of whose descendants now cultivate the soil of their progenitors.

TOWNSEND.

MIDDLESEX Co. This town was formerly a part of "Turkey Hills," or Fitchburg, and was called North Town. A church was gathered here October 16, 1734, and the Rev. Phineas Hemenway was settled the same day.

Townsend is bounded north by Mason and Brookline, New Hampshire; east by Pepperell, south by Lunenburg, and west by Ashby.

The surface of this town is generally level; there is a good deal of pine plain in the town, particularly in that part of it through which the great road passes. These plain lands, however, produce good crops of grain, while the higher lands afford good crops of hay and rich pasturage.

The Squanicook, a good mill stream, rises in this town, and joins the Nashua in Shirley. On this stream, at the eastern part of the town, is a pleasant, flourishing little village, called "Townsend Harbor," where some manufacturing operations are performed.

About four miles west from Townsend Harbor is the west village, a very pleasant place, and a site of considerable trade with the surrounding country. Among a number of handsome buildings in this village, is one devoted to the improvement of the female mind, a well conducted Female Seminary, a rich ornament to any town or village. This seminary went into operation in 1835. It has proved highly successful. Its number of students is about one hundred and fifty. At Centreville, a neat village about equi-distant from the other, is an academy for youth of both sexes.

The manufactures of Townsend consist of leather, palm-leaf hats, boots, shoes, ploughs, straw bonnets, fish barrels, nail kegs, dry casks, &c.

Townsend west village lies twenty-five miles north-west from Concord, eight north north-east from Fitchburg, and forty-two north-west from Boston.

TRURO.

BARNSTABLE Co. Truro lies on both sides of Cape Cod, between Wellfleet and Provincetown. It was the *Pamet* of the Indians. Pamet river, which sets up from Cape Cod Bay, about the centre of the town, affords a good harbor for fishermen; it lies about nine miles south-east from Provincetown harbor.

There is in this town, near the lighthouse, a vast body of clay, called the "Clay Pounds," which seems providentially placed in the midst of sand hills, for the preservation of this part of the cape. There are also in the town a number of beautiful ponds, and two hundred acres of peat land.

Although there is but little vegetation at Truro, and the people are dependent almost entirely for most of their food on other places; yet there are but few towns in the state where the people are more flourishing and independent in their circumstances. To such towns as this, old Massachusetts looks with pride for one of her chief resources of wealth—the fishery; and for men of noble daring in all her enterprises on the ocean. In 1837, there were sixty-three vessels owned at Truro, employed in the cod and mackerel fishery, measuring three thousand four hundred and thirty-seven tons; the product of which, in one year, was sixteen thousand nine hundred and fifty quintals of cod fish, and fifteen thousand seven hundred and fifty barrels of mackerel, valued at one hundred and forty-five thousand three hundred and fifty dollars. The number of hands employed was five hundred and twelve. The value of salt manufactured annually, is about twenty thousand dollars. There are also manufactures of palm-leaf hats, boots, shoes, &c.

No one would suppose that this was much of a wool-growing place; and it is not so in regard to the quantity grown, but much so as it regards its means. In 1837, the people of Truro sheared four hundred sheep of their own rearing. If the single county of Penobscot, in Maine, would produce as much wool, in proportion to its territory and the quality of its soil, as the town of Truro, there would be no cause of strife about the tariff on wool or woollen cloths; for the quantity would be sufficient to clothe all the inhabitants on the globe.

Pamet village, at the head of the river of that name, is very pleasant and flourishing, and is a fine location, and easy of access, for all those who wish to enjoy sea air and bathing, and marine scenery, in their greatest perfection on terra firma. Another neat settlement, called Pond Village, lies about three miles north of Pamet, on the road to Provincetown.

This town, it is said, was sometimes called *Dangerfield*, previous to its incorporation in 1705. In common with other towns on the cape, its people are greatly exposed to the dangers of the sea, which almost surrounds them. The awful gale of October, 1841, brought the keenest anguish to the bosoms of thousands, particularly to the inhabitants of Truro. In one day, sixty of its manly youth, and active men of middle age, found a watery grave, leaving twenty-seven widows, and fifty-one children, besides a numerous train of other relatives and friends, to mourn their melancholy fate!

Truro lies thirty-seven miles below Barnstable; from Boston, by land, one hundred and two, and about sixty by water.

"Here lie the Remains of y^e Rev^d. Mr. *John Avery*, who departed this life y^e 23d of April, 1754, in the 69th year of his age, and 44th of his ministry, the first pastor ordained in this place.

"In this dark cavern, or this lonesome grave, Here lays the honest, pious, virtuous Friend; Him, kind Heaven to us as Priest & Doctor gave;
As such he lived, as such we mourn his end."

TYNGSBOROUGH.

MIDDLESEX Co. The territory of this town was formerly attached to Dunstable. It was incorporated as a district in 1789, to enable it to receive a donation from Mrs. Sarah Winslow, daughter of Ebenezer Tyng, for whom the town was named. The Rev. Nathaniel Lawrence, the first minister in the town, was settled in 1790, the year of its incorporation as a town.

This is a pleasant town, on both sides of Merrimack river. In the cars between Lowell and Nashua, we ride through this town, on the west bank of the Merrimack, which here is wide, placid, and majestic, and adds much to the beauty of the place.

There is not much water-power in the town, and the soil is light and sandy. Large quantities of granite are quarried here, hammered, and fitted for various uses, and taken down the river. Here are also manufactures of brushes, barrels, boots and shoes.

"The name of the first white inhabitant," (says Mr. Lawrence, in his history of Tyngsborough, in the Collections of the Massachusetts Historical Society, 1815,) "was Cromwell, originally from England, but last from Boston. It is about one hundred and fifty years since he erected a hut in this place, on the bank of the Merrimack, for the purpose of trading with the Indians. This, at that time, was the only English settlement on the south to Woburn, and on the north between there and Canada. Cromwell, for some time, carried on a lucrative trade with the Indians, weighing their furs with his foot, till, enraged at his supposed or real deception, they formed the resolution to murder him. This intention was communicated to Cromwell, who buried his wealth and made his escape. Within a few hours after his flight, a party of the Pennacook tribe arrived, and not finding the object of their resentment, burnt his hut. Some time after, pewter was found in the well, and an iron pot and trammel in the sand; the latter are preserved. The present owner of the

place was ploughing near the spot, and found his plough moving over a flat stone, which gave a hollow sound. On removing the earth and stone, he discovered a hole, stoned, about six inches in diameter, from which he took a sum of money."

Tyngsborough, by the railroads, lies eight miles west by north from Lowell, thirty-four north-west from Boston, seven south from Nashua, and forty-two south by west from Concord, New Hampshire. By the old road to Concord, in this state, it is about seventeen miles.

TYRINGHAM.

BERKSHIRE Co. This town was first settled in 1739. A church was formed here, and the Rev. Adonijah Bidwell was settled as pastor, in 1750. It is said to have received its name at the suggestion of Lord Viscount Howe, a few days before he fell in battle at Ticonderoga, July 6, 1758, who owned lands in Tyringham, in England.

This town is twice crossed by two heavy ranges of hills, which run in an easterly and westerly direction. One of these stretches along the northern border of the town; the other, a little above the south line, takes a westerly direction, and after passing a few miles, rises and spreads into the Bear-town mountains. In the hollow between these ranges, the Hop brook, rising in a small pond in Otis, flows westerly and discharges itself into the Housatonic in Lee. It derives its name, in common with the intervalle and settlement on its borders, from the wild hops which formerly grew upon its banks.

In this town are a number of ponds and small rivers, whose waters fall into the Housatonic. Although the surface of the town is rough and uneven, yet the soil is strong and productive of the common varieties of agricultural product, especially of the fruits of the dairy.

The manufactures of the town consist of paper, iron castings, boots, shoes, leather, forks, rakes, palm-leaf hats, chair stuff, wooden ware, &c.

There is a very neat and pretty village near the centre of the town, which lies about twenty miles south by east from Pittsfield, thirty-six west north-west from Springfield, and one hundred and thirty-four miles west south-west from Boston. From this village about three miles north, are Hop Brook and Shaker villages. Here a family of our friends, the Shakers, number about one hundred. They own an extensive tract of land, mostly on the hill top and mountain side, but which is excellent for grazing. They employ themselves in family gardening, and raising stock; and in the spring of the year, they manufacture large quantities of sugar of the purest quality from the sap of the sturdy maple. They also manufacture many other articles with a neatness peculiar to themselves. From Shaker village to Becket depot is ten miles. See *Harvard*

UPTON.

WORCESTER Co. Previous to its incorporation in 1735, the territory of this town was attached to Mendon, Sutton, Uxbridge, and Hopkinton. A church was gathered soon after its organization as a town, and the Rev. Thomas Weld was ordained its pastor.

Upton is bounded north by Westborough, east by Hopkinton and Milford, south by Mendon, and west by Grafton and Northbridge.

The surface of the town is partly plain land, and partly rough and hilly, with a strong soil, capable of yielding good crops of grain and hay. Much attention has been paid to fruit-trees in this town, and many fine orchards of various kinds of fruit have been the result. West river, a branch of the Blackstone, rises from a pond in Upton, and furnishes a power for a number of mills. The manufactures consist of woollen goods, boots, shoes, leather, straw bonnets, sashes and blinds; annual value about one hundred and seventy-five thousand dollars.

Near Pratt's pond and two other beautiful little Yankee lakes, is a pleasant village, near the centre of the

town, which lies thirteen miles south-east from Worcester, and about seven miles south from the Worcester railroad at Westborough, from which it is thirty-two miles to Boston.

UXBRIDGE.

WORCESTER Co. This large, wealthy, and flourishing town was, until 1727, the west part of ancient Mendon. Its Indian name was *Wacantug*. It is bounded north by Northbridge, east by Mendon, south by Smithfield, in the state of Rhode Island, and west by Douglas. A church was formed here in 1731, and the Rev. Nathan Webb ordained pastor.

The central part of the town has a fair soil; the surrounding hills are moist, and well adapted to grazing and orchards. There are in the town a quarry of stone, easily wrought and highly valuable, and an iron mine, from which much ore has been taken. Uxbridge enjoys important advantages in being situated, for nearly its whole length, on the Blackstone river and canal, as well as from the water-power of West and Mumford rivers, which here join the Blackstone.

The admirable hydraulic power which this town enjoys, renders it a location of great promise for the prosecution of all the branches of domestic industry, so rapidly and favorably progressing in our country. By the stead that never tires, the markets of Boston and Providence will be placed, as it were, at the door of its mills.

The manufactures of the town consist of cotton and woollen goods of various kinds, yarn, straw bonnets, leather, boots, shoes, cabinet and tin wares, chairs, &c. The value of these manufactures in 1837, was about half a million of dollars; since which it has much increased.

There are a number of flourishing manufacturing villages in Uxbridge, situated in valleys, and surrounded by picturesque scenery. The principal village is situated at the north part of the town. It is a beautiful place, containing many handsome public and private buildings. The railroad

from Worcester to Providence passes through it. It lies sixteen miles south-east from Worcester, sixty south-west from Boston, and twenty-four north north-west from Providence.

WALES.

HAMPDEN Co. This town was formerly a part of Brimfield, and called South Brimfield. It is bounded north by Brimfield, east by Holland, south by Stafford and Union, in the state of Connecticut, and west by Monson.

This is a mountainous township, but there is much good land in the valleys, and most of the highlands afford excellent grazing. Near the village in the centre of the town is a beautiful pond, the outlet of which is the rise of the Wales branch of Quinebaug river. This stream affords the town a good water-power. From the top of Hitchcock's hill, in the north-west corner of the town, one thousand one hundred and ninety feet above the sea, is a splendid prospect. There are some manufactures in the town, of woollen goods, leather, boots, shoes, palm-leaf hats, axes, hatchets, &c.

Wales was named for James Wales, Esq., one of the principal men in the town at the time of its incorporation, in 1828.

Wales lies twenty miles east by south from Springfield, and about nine south-east from the depot of the western railroad at Palmer, from which to Boston is eighty-three miles.

WALPOLE.

NORFOLK Co. Walpole was a part of Dedham until 1724. Its first minister was the Rev. Philips Payson, in 1730. The second was the Rev. George Morey, in 1783. The Rev. John P. B. Storer was settled colleague pastor with Mr. Morey in 1826.

Walpole is bounded north by Dedham, east by Sharon, south by Foxborough and Wrentham, and west by Wrentham and Medfield. The surface of the town presents a pleasing variety of hill and valley, and its soil generally is of a good quality.

Three beautiful tributaries to the Neponset meet in this town. They rise in Foxborough, Medfield, and Sharon. These streams afford the town a good water-power; a large part of which is already improved for manufacturing purposes. The manufactures consist of cotton and woollen goods, paper, iron castings, hoes, hats, leather, straw bonnets, twine, &c. As long ago as 1837, the value of goods made in this town amounted to but little less than three hundred thousand dollars.

This is a very pleasant and flourishing town, with a number of pleasant villages within its borders. The south village lies about three miles from the east village. The east village lies nine miles south by west from Dedham, nineteen south south-west from Boston, and three miles from the Boston and Providence railroad at Sharon.

Mr. Eleazer Smith, the original inventor for cutting and heading nails; also for pricking the leather, cutting, crooking, and setting card-teeth, all at one operation, was a native and resident of this town.

WALTHAM.

MIDDLESEX Co. This town was the west parish of Watertown until its incorporation, in 1738. The three first ministers in the town were the Rev. Warham Williams, in 1723; the Rev. Jacob Cushing, D. D., in 1752, and the Rev. Samuel Ripley, in 1809.

The surface of this town is moderately level, with some elevations. "Prospect Hill," four hundred and eighty-two feet above the level of the sea, presents a delightful view of Boston, its harbor, and the adjacent towns and country. A part of Fresh pond lies within the limits of this town. The soil is generally not very fertile, but is rendered productive by industrious and skillful farmers.

"Waltham Plain" is a beautiful tract of land, under a high state of cultivation. It is about two and a half miles in length, and a mile in

width. On the road over this plain is a continuous village, containing many handsome dwellings and beautiful gardens; among the number, that of the Hon. Theodore Lyman is preëminently beautiful. Mr. Lyman's garden, of many acres in extent, is decorated with almost every variety of fruit-tree, shrub, and flower, both native and exotic, and is rarely surpassed in costliness and splendor, by any private establishment of the kind in the United States.

In this town, the first cotton mill, on an extensive scale, was erected, in 1814. The capital of the company was six hundred thousand dollars. By extraordinary skill and good management, through all the various commercial changes, this establishment gave a character to domestic manufactures, both at home and abroad, which proved lucrative to the proprietors, and highly beneficial to the public. The waters of Charles river, which glide through the town, being fully improved, the proprietors extended their manufacturing operations at Lowell, on a scale and with a success never equalled in this or any other country.

There were in Waltham, in 1837, three cotton mills, a bleachery, a machine shop, a paper mill, and manufactures of boots, shoes, hats, carriages, wagons, chairs, cabinet and tin wares; total value of manufactures, three hundred and fifty thousand dollars.

Beaver and Mead's ponds are handsome sheets of water, well stored with fish. Around their borders is some fine scenery, and well cultivated fields. The former produces a mill stream which passes to Sudbury river.

Waltham is a beautiful residence, and a fine retreat from the noise and bustle of a busy city. The common roads in this and the neighboring towns are uncommonly good; indeed, in no part of the country are the roads better, if so good, as in the vicinity of Boston. The Fitchburg railroad passes through Waltham, nine miles west by north from Boston, and eleven east south-east from Concord.

WARE.

HAMPSHIRE Co. Ware was formerly connected with Brookfield and Palmer, and was called "Ware River Parish." The first church in the town was formed in 1757, and the first minister, the Rev. Grindall Rawson, was settled in 1757. The village church was constituted in 1826, and the Rev. Parsons Cooke was settled the same year. He resigned in 1835.

Ware possesses a most extensive and valuable water-power, by Ware and Swift rivers, and Beaver branch, so called, all branches of the Chickopee. Perhaps there is no better illustration of the value of a good water-power to one of our rough and rocky New England towns than in the case of Ware. "Ware remained unsettled for many years after the adjoining towns were settled, the soil being so hard and rough that it was considered unfit for cultivation. At an early period nearly the whole territory now comprised in the town, was granted by the general court to a military company from Narragansett, as a reward for expelling the Indians from that vicinity. So little value was placed upon it by the company, that they shortly after sold it to John Reed, Esq., of Boston, for two coppers per acre; yet it is now one of the most flourishing towns in this part of the state," and would probably command more money by the acre than some towns at the "far west," where the soil is said to be ten feet deep.

Ware has become a large and important manufacturing town. Nearly ten years ago, the manufactures here amounted to nearly seven hundred thousand dollars annually, since which they have greatly increased. The articles manufactured were cotton and woollen goods, leather, boots, shoes, palm-leaf hats, tin ware, hats, straw bonnets, augers, sheet iron, starch, carriages, harnesses, &c.

Ware contains a beautiful village, surrounded by highlands and picturesque scenery. It is a mart of business for this section of the county. It lies about five miles north-west

from the Warren depot on the western railroad, which is seventy-three miles west by south from Boston; and twenty-two east south-east from Northampton, by the old road.

WAREHAM.

PLYMOUTH Co. This town formerly comprised the east end of Rochester, and a plantation belonging to Plymouth. The Indians called this place *Wamoyantat*, the name of one of its rivers, now spelt *Weweantic*. The town was first settled about the year 1682. The first minister was the Rev. Rowland Thatcher, in 1740.

Wareham is about seven miles long from east to west, and about five miles in width. It is bounded north by Plymouth, east by Plymouth and Sandwich, south by Buzzard's Bay, and west by Rochester. It lies at the head of Buzzard's Bay, and is watered by the Weweantic, Wankinco, and Agawam rivers, which severally fall about fifty feet, thereby producing a great and valuable water-power.

Wareham presents a rare instance of the union of hydraulic and navigable privileges; both of which being well improved, renders it an important and flourishing commercial and manufacturing town.

The harbor of Wareham is good and safe for vessels drawing twelve feet of water. In the year 1844, there were two hundred and forty arrivals of coasting vessels, bringing and taking away fifty thousand tons of goods. There were also belonging to this port three ships and three brigs engaged in the whaling business, at an outfit of one hundred and thirty-one thousand dollars.

The streams in this town are crossed by nine mill dams, for the purpose of carrying four rolling mills, three puddling mills, with their appurtenances, and four extensive nail and hoop factories, which use not less than ten thousand tons of iron annually. There are also in the town a number of furnaces for castings, manufactures of salt, and various other articles, the whole employing a capital of more

than a million and a half of dollars. The business of the town is probably doubled since 1844, as in 1845, two new manufacturing companies went into operation, with a capital of three hundred and fifty thousand dollars; and yet, so great is the water-power at this place that there is an abundance to spare for future operations.

The soil of the town is generally light and sandy, but there is much good salt marsh, and many of the swamps have been drained, and made to produce excellent crops. There is a good deal of oak timber in the town, suitable for ship-building, and large quantities of pitch pine timber, and fire wood are sent to market. The rocks are generally granite boulders, which answer a good purpose for building.

There are a number of expensive bridges in the town across the streams; and six villages, called the Narrows, Centre, Agawam, Tihonet, Washington, and Poles. These villages are scattered along and near the head of tide-water streams, and bear evidence that their favorable position for business is appreciated by their inhabitants.

The rivers and ponds of Wareham abound with a great variety of fish, the shores with oysters, lobsters, quahogs, and clams; while the deer and the fox gambol in the forests. No part of the state affords a better field for the sportsman than this and the neighboring towns.

Manomet is the name of a creek, or river, which runs through the town of Sandwich, into the upper part of Buzzard's Bay, formerly called Manomet Bay. Between this and Scusset Creek is the place which has been thought of, for more than a century, as proper to be cut through by a canal, and thus form a communication between Barnstable and Buzzard's Bays. It is only six miles across. Manomet rivulet was visited as early as 1622, by Governor Bradford, to procure corn. The stream was called by the natives *Pimesepoese*, a word signifying, in their language, "provision rivulet." In 1621, the Ply-

mouth colonists, for the convenience of trade, built a small pinnace at Manomet, to which place they transported their goods. Having taken them up the creek within four or five miles, they carried them over land to the vessel, and thus avoided the dangerous navigation around Cape Cod. For the safety of their vessels and goods, they built a house, and kept some servants there, who planted corn, raised hogs, &c. In the time of the last war with Great Britain, this mode of transportation was revived again, and the inhabitants of Cape Cod found it convenient to resort to this place, to avoid the risk of capture by the enemy's cruisers along the coast.

Wareham lies fifty-two miles south south-east from Boston, fifteen south from Plymouth, fifteen miles south-east from Middleborough Four Corners, and fifteen north-east from New Bedford. The favorable position of this and other towns at the head of Buzzard's Bay, for trade and manufactures, will doubtless induce the proprietors of some existing railroad from Boston, ere long, to extend a branch to this flourishing town.

WARREN.

WORCESTER Co. Warren was formerly attached to Brookfield, Brimfield, and Palmer, until its incorporation by the name of Western, in 1742. In 1834, it took its present name, in honor of the memory of the patriot Warren, who fell at Bunker Hill. A church was formed here in 1743, and the Rev. Isaac Jones was ordained their pastor in 1744.

Warren is situated at the south-west part of the county. The land, though rather rough, is productive. The river Quoboag, from Brookfield, enters this town from the north-east, and, passing through it, goes out at the west part, and falls into the Chickopee river. Coy's hill, in the north part of this town, affords abundance of granite, being here valuable for building stone. At the foot of the hill, near the river, iron ore is found,

and a mineral spring has been discovered, which has some visitants.

Warren has a fine water-power, and has become quite a manufacturing town, having greatly increased in its business since the opening of the western railroad, which passes through the town. Its manufactures are cotton and woollen goods, palm-leaf hats, scythes, and various other articles. The Quoboag Seminary, in this town, is in successful operation.

Warren depot lies twenty-nine miles west by south from Worcester, seventy-three west by south from Boston, and twenty-five miles east north-east from Springfield.

WARWICK.

FRANKLIN Co. The territory of this town was granted in 1736, to the descendants of thirty-nine soldiers who went from Roxbury and Brookline, under Captain Andrew Gardner, in an expedition to Canada, in 1690; all of whom perished, save one, by the name of Newell. The tract was called Roxbury Canada until its incorporation by its present name in 1763. It was first settled about 1744, and the first church was formed, and the first minister, the Rev. Lemuel Hedge, was settled, in 1760. The Indian name of the territory was *Shaomet*.

Warwick is bounded north by Winchester and Richmond, in the state of New Hampshire, east by Royalston, south by Orange, and west by Northfield.

This town is elevated, and contains Mount Grace, one thousand six hundred and twenty-eight feet in height, from which a delightful prospect is presented. The soil is strong, warm, and produces excellent pasturage. There are no considerable streams in the town, and its manufactures consist only of leather, scythes, and palm-leaf hats. Moose pond, a pleasant sheet of water, furnishes an abundance of fine trout, pickerel, and perch.

There is a very pleasant village in the centre of the town, which lies six,

teen miles north-east from Greenfield, and about seventy-five miles west north-west from Boston.

WASHINGTON.

BERKSHIRE Co. This town was first settled in 1760, and was called Green-wood, and for some time Hartwood. Its Indian name was *Tukonick*. The first minister was the Rev. William G. Ballantine, in 1774. The town is bounded north by Hinsdale, east by Middlefield, south by Becket and Lee, and west by Lenox.

This town is situated on the Green mountain range, and its surface is greatly diversified by hills and valleys. It is, however, a fine township for grazing, and within its limits are many large and productive farms. No large river waters the town, but the crystal springs which gush from the mountains, and the sparkling ponds which decorate the valleys, give to the town an ample water-power for domestic uses, and then pass to the Westfield and Housatonic.

The principal settlement in the town is beautifully located in a mountain valley, through which the western railroad passes, one hundred and thirty-eight miles west from Boston, and thirteen miles south-east from Pittsfield.

WATERTOWN.

MIDDLESEX Co. The first Englishmen who are known to have visited this place, were the Rev. Mr. Wareham, and some of his people, who afterwards settled Dorchester. The place in Watertown where they remained a few days, is stated yet to bear the name of Dorchester Fields. Shortly after their removal, a permanent establishment was effected by another company. A party of the adventurous emigrants who came in Winthrop's fleet, with Sir Richard Saltonstall and Rev. George Phillips at their head, selected a place on the banks of Charles river for their plantation. On the 7th of September, 1630, (O. S.) the court of assistants,

at Charlestown, "ordered that Tri-mountaine be called Boston; Mattapan, Dorchester; and the town on Charles river, Watertown."

The name of *Watertown* is said to have originated from the circumstance of its being a "well watered place," or, perhaps, from its being situated on a considerable fresh water river, and the communication with Boston being at first *by water*, in boats. The Indian name of the town was *Pig-gueset*. The territory thus called Watertown was, like most of the towns of that early period, very large, and its boundaries on the west side for a considerable time somewhat undefined. Waltham, Weston, and a part of Lincoln, were once comprehended within its limits. A church was gathered here in 1630, and the Rev. George Phillips was settled its pastor. His successors were the Rev. John Knowles, in 1640; Rev. John Sherman, in 1648; Rev. John Bailey, in 1686; Rev. Thomas Bailey, in 1687; Rev. Samuel Angier, in 1697.

Charles river gives this town a good water-power; it passes along its whole southern border, and divides the town from Brighton and Newton. This river is navigable to the centre of the town for vessels drawing six feet of water.

The surface of the town is diversified by hills and valleys, which is rendered very beautiful by a high state of cultivation, and by the numerous villas, neat farm-houses, cottages, and delightful gardens which meet the eye in every direction.

A part of the beautiful sheet of water, called "Fresh Pond," and a part of the celebrated Mount Auburn Cemetery lie in this town. On the north bank of the river, a short distance below the principal village, the United States Arsenal, containing a large amount of munitions of war, occupies a site of forty acres of ground.

In 1837, there were two paper mills in the town, a cotton mill, print works, an establishment for finishing woollen goods, and manufactures of soap, candles, boots, shoes, boxes, &c. In that year, three soap and candle man-

ufactories used three hundred tons of tallow, three hundred and fifty tons of barilla, fifty tons of palm-oil, one thousand seven hundred and fifty barrels of rosin, two thousand casks of lime, and one thousand bushels of salt. Large quantities of beef, pork, bacon, &c., are annually packed at this place for the Boston market, and for transportation.

In the early wars of the country, and in the revolutionary war, the inhabitants of Watertown took an active part. In the time of excitement preceding the war of American independence, the article of tea was proscribed in this town, in the following words: "Voted, That we consent to lay aside all foreign teas, as expensive and pernicious, as well as unnecessary; this continent abounding with many herbs of a more salubrious quality, which, if we were as much used to as the poisonous bohea, would, no doubt, in time be as agreeable, perhaps much more so; and whilst by a manly influence, we expect our women to make this sacrifice to the good of their country, we hereby declare we shall highly honor and esteem the encouragers of our own manufactures, and the general use of the productions of this continent; this being in our judgment, at this time, a necessary means (under God) of rendering us a happy and free people." The second and third sessions of the provincial congress were held at Watertown, in the meeting-house, within the first six months of the year 1775. Dr. Joseph Warren, the early and lamented martyr in the cause of freedom, on the memorable 17th of June, presided at their deliberations.

Watertown village, or the principal business part of the town, lies about seven miles west from Boston, and twelve south-east from Concord.

The Fitchburg railroad passes on the north side of the town, and the Worcester railroad on the south. From the business part of the town to the Newton Corner depot, on the Worcester railroad, is about half a mile.

The borders of Fresh pond are truly delightful, spread out as they are with country seats, pleasure-grounds, and places of resort for visitors in quest of country air, and rural sports. While the beauty of this pond, and the ease by which it is approached by railroad, attracts thousands to its banks in summer, it is scarcely less noticed in winter to witness a novel species of Yankee enterprise. Vast quantities of ice are here prepared, for transportation. See *Charlestown*.

Three hundred men and as many horses are often seen cutting, and storing it in large and costly brick buildings on the borders of the pond, preparatory to its transportation by railroad, about four miles to Charlestown; from whence it is shipped to all parts of the world less cold than our own. The ice at this place is of the "first water," and is cut and taken from the pond by ingenious machinery prepared for the purpose, somewhat different from that described under *Wenham*.

MR. CUSHING'S FARM, in this town, two and a half miles west from the buildings of Harvard University, is a superb concern, unquestionably without a rival in America. It comprises about sixty acres of choice land, so elevated in its situation as to command a view of all the rich and varied scenery which the vicinity of Boston so bountifully yields.

Were a quarter part of the lands in the "Old Bay State" put into such exuberant tilth as Mr. Cushing's farm, Massachusetts might send hay to Vermont, potatoes to Maine, and furnish Maryland and Virginia with bread-stuffs.

That part of Mr. Cushing's farm denominated "the Garden," is an enclosure of a number of acres, near the centre of the estate. These grounds are laid out by wide and adamantine walks into spacious lawns, gay parterres, and silent groves. Here are found every tree, shrub, plant, or flower that will live and flourish in a northern climate. Streams of soft and pure water from a neigh-

boring fountain, pass around the whole.

Within the enclosure are numerous large buildings calculated for producing and sustaining a suitable degree of temperature at all seasons of the year, for the culture and perfection of every flower and fruit which blooms and ripens under every sky but our own.

Within the enclosure are also a princely palace for the lord of the manor, gardener's house, and other buildings suited to such a magnificent establishment.

While we gaze with delight on this fine exhibition of the varied views of nature's soft and lovely charms, we cannot but admire the exquisite taste of its proprietor; and the patriotic feeling which directed him, after acquiring an immense fortune in other climes, to build, within his native New England, an earthly paradise.

WAYLAND.

MIDDLESEX Co. The name of this town was East Sudbury from 1780 to 1835. It lies on the east side of Sudbury river, and was once a part of Sudbury. The surface of the town is pleasant; the soil is generally good, and contains some well cultivated farms. In 1837, there were four forges in this town, and manufactures of chairs and cabinet-ware; but the principal manufacture is that of boots and shoes.

Wayland is bounded north by Lincoln, east by Weston, south by Framingham, and west by Sudbury. It lies sixteen miles west from Boston, and seven south from Concord. From the centre of the town to the Weston depot of the Fitchburg railroad is about four miles.

A church was formed here in 1723. The following reverend gentlemen have been its pastors:—William Cooke, settled 1723; Josiah Bridge, 1761; Joel Foster, 1803; John B. Wight, 1815; Richard T. Austin, 1836.

WEBSTER.

WORCESTER Co. This town was incorporated in 1832, and named in compliment to Hon. DANIEL WEBSTER, late secretary of state, United States, and now senator to Congress from Massachusetts. It included a part of Dudley and Oxford, and a tract of land previously unincorporated. It is bounded north by Oxford, east by Douglas, south by Thompson, in Connecticut, and west by Dudley.

There were in operation in this town in 1837, two woollen and four large cotton mills, a cotton thread mill, one machine shop, one bleachery, a tannery, and a manufactory of tin ware; total value of manufactures the year ending April 1, 1837, three hundred and twelve thousand two hundred and seventy-seven dollars. Since that date the business of the town has probably doubled.

French river and a pond give this place a large and unfailing water-power. The original name of this pond, as appears from ancient deeds, was *Chabanakongkomom*, the same name by which Dudley was known, though the latter probably borrowed it from the former. Some records and maps of New England have given it the name of *Chargoggagoggmanchoggagogg*. The fall at the outlet of this pond is twenty-four feet, which is increased after it empties into French river to about ninety feet before it joins the Quinebaug in the state of Connecticut. These waters afforded ample water-power for the late Samuel Slater, Esq., to concentrate here a large portion of his manufacturing capital; and it is to the enterprise of this "Father of American manufactures," that this place is indebted for most of the prosperity which it at present enjoys. It was his favorite residence, and where his remains now rest.

A remnant of the Dudley, or more properly of the Nipmuck Indians, reside here. They are few in number, and but few of them are of pure blood. These Indians formerly owned a con-

siderable tract of reserved land in the centre of Chabanakongkom or Dudley. This was sold by order of the legislature, and the proceeds appropriated to their support, and to the purchase of about thirty acres, on which they now reside. This money is now expended, and they are dependent upon the bounty of the state for support.

Although the features of this town are rather rough, and uninviting to the farmer; yet with the privilege of a home market and city prices, the stubborn soil has become subdued, and made to yield abundantly.

There are a number of pleasant and flourishing villages in Webster, but Merino village, partly in this town, and partly in Dudley, is the largest. This village, through which the Worcester and Norwich railroad passes, lies sixteen miles south from Worcester, sixty south-west from Boston, forty-three north from Norwich, and thirty-four north-west from Providence.

WELLFLEET.

BARNSTABLE Co. This township extends across Cape Cod, between Eastham on the south, and Truro on the north. It was taken from Eastham in 1763. Its Indian name was *Punnonakanit*.

The village is on the west side of the cape; it is neatly built; and although its soil is light and sandy, it presents a handsome appearance. It contains four churches, and ten school-houses.

Wellfleet Bay sets into the town from the south, and is separated from Cape Cod Bay by several islands, which form a good harbor, at a place called "Deep Hole." The eastern section of the town is wooded to the edge of the ocean, which lashes a smooth, sandy beach.

The people of Wellfleet are engaged mostly in the coasting trade, fisheries, and the manufacture of salt; which is produced by solar evaporation. In 1844, there were eighty-two vessels belonging to this place, measuring

about four thousand five hundred tons, and employing six hundred and forty men. There were in the town three establishments for the inspection and packing of mackerel, at which there were put up during the same year, twelve thousand barrels, intended for the southern and western markets. The oyster business is also a source of revenue, furnishing employment for many vessels and men. At the first settlement of the town its bays and coves were well stored with this excellent shell-fish; and since they have become exhausted, thousands of bushels are annually brought by vessels belonging to this town from the rivers of Virginia. The oyster trade of Boston is principally carried on by the people of this town.

There are some manufactures of leather, boots, shoes, &c., in the town, and several wind-mills for grinding corn.

During the summer months, this place, on account of its pure and wholesome air, and the facilities it affords for sporting, is the resort of many travellers and city denizens who love to "sit by the ocean's roar," or traverse the vales "to sound the shrill horn."

Dr. Morse stated in 1797, that "since the memory of people now living, there have been in this small town, thirty pair of twins, besides two births that produced three each."

This is one of the most thriving towns in the state. One of its former residents, Colonel Elisha Doane, is said to have acquired a fortune of one hundred and twenty thousand pounds sterling on this sandy spot.

Wellfleet lies thirty miles below Barnstable, and ninety-five miles east south-east from Boston, by land. To Boston by water is about sixty-five miles.

WENDELL.

FRANKLIN Co. This town is bounded north by Erving, east by Orange and New Salem, south by New Salem and Shutesbury, and west by Montague. It was formerly part of Shutesbury and Erving, and was incorpor

ated in 1781, and named in honor of Oliver Wendell, Esq., a very worthy man, for many years president of the Union Bank, in Boston, the second institution of the kind in Massachusetts. Mr. Wendell was a great patron of this town, and frequently visited it. The first minister in the town was the Rev. Joseph Kilburn, in 1783.

This town is on elevated ground, and is the source of streams which flow to the Chickopee on the south, and Miller's river, which separates it from Erving, on the north. Its soil is strong and fertile, and well adapted for grain and grass.

Miller's river affords a valuable water-power; and on its banks are some fine intervals and delightful scenery. At the north part of the town Bear mountain rears its head, one thousand two hundred and eighty-one feet in height.

There are manufactures in the town of palm-leaf hats, leather, boots, shoes, chairs, cabinet-ware, &c. Other manufactures have commenced, and doubtless will increase, as the Fitchburg railroad passes along the side of the river, which, with its hydraulic power, will render Wendell an important site for various mechanical operations.

There is a handsome village in the town, about four miles south of the river; eleven miles east by south from Greenfield, and about eighty miles west by north from Boston.

WENHAM.

ESSEX Co. This town was formerly a part of Salem. It was first settled about 1638, and was called Enon.

The surface of the town is pleasant; the soil generally of a good quality, and well cultivated by industrious and independent farmers.

Wenham or Enon pond is a beautiful sheet of water, of irregular form, comprising an area of about a mile square, and affords an abundance of excellent fish. The banks of this pond afford delightful scenery, and

its silver waters are sometimes so beautifully crystalized as to merit the high encomium of the little queen on whose dominions the sun never sets. The waters of this pond are very deep and remarkably pure; large quantities of ice are annually taken from it, and transported by railroad to Salem, and from thence shipped to all quarters of the globe.

It is stated that this ice is so nicely manufactured by Jack Frost, that one may see to read through a piece of it two and a half feet in thickness. Of this we have not had ocular demonstration; but of the softness and purity of the waters of Essex county, there can be no doubt, for its ladies are noted for their bloom and beauty.

The following is a brief account of the manner of cutting and preserving ice at this place, for exportation :—

The ice-house is built of wood, with double walls all around; the space between which is filled with saw-dust; thus interposing a medium, that is a non-conductor of heat, between the ice and the external air; the consequence of which is, that the ice is entirely unaffected by any condition or temperature of the external atmosphere; and can be preserved without waste for an indefinite time.

The machinery employed for cutting the ice is very curious, and is worked by men and horses, in the following manner: From the time when the ice first forms, it is carefully kept free from snow until it is thick enough to be cut; that process commences when the ice is a foot thick. A surface of some two acres is then selected, which at that thickness will furnish about two thousand tons; and a straight line is then drawn through its centre from side to side each way. A small hand-plough is pushed along one of these lines, until the groove is about three inches deep, and a quarter of an inch in width, when the "Marker" is introduced. This instrument is drawn by two horses, and makes two new grooves parallel with the first, from twenty to forty inches apart, the gauge remaining in

the original groove. The marker is then shifted to the outside groove, and makes two more. Having drawn these lines over the whole surface in one direction, the same process is repeated in a transverse direction, marking all the ice out into squares. In the mean time, the "plough," drawn by a single horse, is following in these grooves, cutting the ice to a depth of six inches.

One entire range of blocks is then sawn out, and the remainder are split off toward the opening thus made with an iron bar. The bar is shaped like a spade and of a wedge-like form. When it is dropped into the groove, the block splits off; a very slight blow being sufficient to produce that effect, especially in very cold weather. The labor of "splitting" is light or otherwise, according to the temperature of the atmosphere. "Platforms," or low tables of frame-work, are placed near the opening made in the ice, with iron sides extending into the water, and a man stands on each side of this slide, armed with an ice hook. With this hook the ice is caught, and by a sudden jerk, thrown up the "slide" on to the "platform." In a cold day everything is speedily covered with ice by the freezing of the water on the platforms, slides, &c.; and the enormous blocks of ice, weighing some of them more than three hundred pounds, are hurled along these slippery surfaces as if they were without weight.

Forty men and twelve horses will cut and stow away four hundred tons a day! in favorable weather one hundred men are sometimes employed at once. When a thaw or a fall of rain occurs, it entirely unfits the ice for market, by rendering it opaque and porous, and occasionally snow is immediately followed by rain, and that again by frost, forming snow ice, which is valueless, and must be removed by the "plane." The operation of planing is similar to that of cutting.

In addition to filling their ice-houses at the lake and in the large towns, the company fill a large number of private ice-houses during the winter, all

the ice for these purposes being transported by railway. It will easily be believed, that the expense of providing tools, building houses, furnishing labor, and constructing and keeping up the railway, is very great; but the traffic is so extensive, and the management of the trade so good, that the ice can be furnished at a very trifling expense.

The first sermon preached in this place was on the border of this pond, by the celebrated Hugh Peters, minister of Salem, about the year 1636. His text was, "At Enon near Salem, because there was much water there." Mr. Peters went to England, as agent for the colony, in 1641; engaged in the civil wars on the side of parliament, and was executed after the restoration of Charles II.

The first settled minister in this town was the Rev. John Fisk, in 1644. He was succeeded by the Rev. Antipas Newman in 1663; Rev. Joseph Gerrish in 1675.

John Duntan, an Englishman, who travelled in this country in 1686, and on his return to England published a journal of his travels, gives the following account of Wenham, and of its minister, Rev. Joseph Gerrish:—

"Wenham is a delicious paradise; it abounds with rural pleasures, and I would choose it above all other towns in America to dwell in; the lofty trees on each side of it are a sufficient shelter from the winds, and the warm sun so kindly ripens both the fruits and flowers, as if the spring, the summer, and the autumn had agreed together to thrust the winter out of doors.

"It were endless to enter on a detail of each faculty of learning Mr. Gerrish is master of, and I therefore take his character in short hand. The philosopher is acute, ingenious, and subtle. The divine, curious, orthodox, and profound. The man of a majestic air, without austerity or sourness; his aspect is masterly and great, yet not imperious or haughty. The Christian is devout without moroseness, or starts of holy frenzy and

enthusiasm. The *preacher* is primitive, without the occasional colors of whining or cant, and methodical, without intricacy or affectation; and which crowns his character, he is a man of public spirit, zealous for the conversion of the Indians, and of great hospitality to strangers. He gave us a noble dinner, and entertained us with such pleasant fruits, as I must own, Old England is a stranger to."

Wenham lies six miles north from Salem, and twenty north from Boston. The eastern railroad passes through the centre of the town, and very near the pond.

WESTBOROUGH.

WORCESTER Co. The territory of this town was a part of Marlborough, and called Chauncy village until its incorporation, in 1717. A church was gathered here in 1724, and at the same time, the Rev. Ebenezer Parkman was settled pastor, and continued such fifty-nine years, until his death, in 1782, aged eighty.

As several persons in this town were engaged in a field spreading flax, in 1704, the Indians rushed upon them from the woods, and seized four boys, and killed one, named Nahor Rice, about five years of age, who was the first white person buried in the town. The men made their escape to the house. One of the boys was redeemed; the others remained, and mixed their posterity with the French and Indians. Timothy Rice, the youngest, seven years of age, when taken, became a chief of the Cognawaga Indians. He visited Westborough in 1740, and remembered the house where he had lived, and the field where he was captured, and some aged people. He had lost the English language, and was accompanied by an interpreter. He was sent for, and visited Governor Belcher, at Boston, but chose to return to his Indian habits.

The waters of this town consist of some of the sources of Concord and Blackstone rivers, which furnish a

good water-power. There are several handsome ponds in the town, well stocked with fish.

The manufactures consist of boots, shoes, leather, axes, chairs, cabinet and tin wares, ploughs, straw bonnets, sleighs, and harnesses; total value in one year, one hundred and fifty thousand dollars; principally for boots and shoes.

This is a beautiful town; the surface is diversified by hills and valleys; the soil is good, and appears to be cultivated by men who understand their business. Between four and five thousand hogsheads of milk are annually sent from this town to the Boston market. A brief statement of the products of Mr. Samuel Chamberlain's farm, of about one hundred acres, a few years since, is here given.

Butter, 3,486 lbs.,	\$767.
Cheese, 3,836, . . .	221
Beef, ...	603
Pork, ...	652
Veal, ...	152

Total, ... \$2,395

This is the native place of ELI WHITNEY. Soon after he graduated at Yale College, he went to Georgia, where he resided many years. While there, he invented the cotton gin, which is worth millions of dollars annually to the southern states. He died, and was buried in the city of New Haven. The following is inscribed on his monument:—

"Eli Whitney,
the inventor of the
Cotton Gin.

Of useful Science and Arts,
the efficient patron
and improver.

Born December 8th, 1765. Died
January 8th, 1825.

In the social relations of life,
a model of excellence.

While private
affection weeps at his tomb, his
country honors his
memory.

There are a number of neat and handsome villages in Westborough.

Its easy approach by the Worcester railroad renders it a desirable abode, particularly in the summer months. It lies twelve miles east from Worcester, thirty-two west from Boston, and three and a half north-west from Hopkinton Springs.

WEST BOYLSTON.

WORCESTER Co. This town once composed a part of Boylston, Holden, and Sterling. It was first settled about the year 1720; in 1796 it became a parish, and in 1797, its first minister, the Rev. William Nash, was ordained.

The surface of the town is very pleasant; the soil good, and well cultivated. The Quinepoet and Stillwater rivers meet the Nashua in this town. These streams fertilize a large portion of the town, and afford a water-power of much value.

There are in the town a number of pleasant manufacturing villages, which are rapidly increasing in size, and in various pursuits of domestic industry. The value of cotton goods, leather, boots, shoes, palm-leaf hats, cotton machinery, straw braid, school-apparatus, hatchets, baskets, boxes, &c., amounted nine years ago to two hundred thousand dollars.

There is some scenery in this pleasant town of rather an uncommon character, and worthy of the traveller's observation. It is a romantic little spot, called "Pleasant Valley," once the bed of a small pond; about a mile south of the principal village.

"On leaving the road you enter a grove of oaks and maples, between two declivities, and continuing down this avenue that winds along through the shrub-oaks, at once opens to the view a plain of three or four acres, of an oval form, surrounded on every side, except the narrow pass by which you enter, by high and almost perpendicular banks, whose sides are covered by the birch and shrub-oak, and whose tops are surmounted by trees of the largest size. The plain is more level and smooth than art could make it; no remains of ancient trees,

no stone, not even a stray branch of the neighboring grove near the scene. A fine short grass covers the whole area, and presents to the eye an enchanting fairy green. The stillness of death reigns, undisturbed by the noise of the world. It is a place for contemplation, where man can turn his thoughts home to his own breast, and meditate on the follies of the world, or where he can upturn them to Him, the Supreme Architect of nature."

West Boylston lies about eight miles north from Worcester, and forty-two west from Boston.

WEST BRIDGEWATER.

PLYMOUTH Co. This town was taken from Bridgewater in 1822. Its first settled minister was the Rev. James Keith, in 1664. The town is bounded north by North Bridgewater, east by East Bridgewater, south by Bridgewater, (the mother of them all,) and west by Easton. The surface of the town is generally level, and its soil is capable of producing large crops. There is much meadow land in the town which yields an abundance of excellent hay.

A large branch of Taunton river gives this town a good water-power, and manufactures of iron castings, shovels, ploughs, forks, hoes; and other articles, such as boots, shoes, &c., are in a flourishing state.

Ancient Bridgewater was the first interior settlement in the county, and many of the settlers were called to encounter the troubles and dangers of Indian warfare. During Philip's war they displayed great resolution and intrepidity. Surrounded by a savage foe, "they were strongly advised and solicited to desert their dwellings and repair down to the towns on the sea-side." They however resolutely kept their ground, and defended their settlement, and encouraged and assisted other towns to do the same. They erected a stockade, or garrison, on the south side of the river, and also fortified many of their dwellings. It is stated that the In-

dians burnt every building in the town except the garrison-houses.

Bridgewater, before its division, was a very large town, comprising seventy-five square miles. It is one of the most respectable sections of New England, and it is a pity that its various divisions have not more distinctive names.

Centre and Madagascar villages, in West Bridgewater, about two miles apart, are neat, and busy in the labors of domestic industry.

West Bridgewater lies twenty-five miles south from Boston, twenty north-west from Plymouth, ten north north-east from Taunton, and twenty-five north by east from Fall River. A railroad will soon be in operation, passing from the Old Colony railroad, at Braintree, through Randolph, North Bridgewater, West Bridgewater, Bridgewater, Raynham, and Berkley, meeting the Fall River branch near the south-west corner of Middleborough.

WEST CAMBRIDGE.

MIDDLESEX Co. This was the west parish of Cambridge, called "Menotomy," until its incorporation in 1807. A part of the lands are low and swampy, but the general features of the town are pleasant. Spy, Little, and a part of Fresh pond, lie in this town; they abound with fish, and add much to the beauty of the place. These ponds cover an area of about two hundred acres, and furnish large quantities of ice for transportation. In this town are some very pleasant villages, numerous country-seats, and well cultivated farms. Large quantities of milk are daily taken to the Boston market, and this place is a considerable mart for cattle from the interior country.

Sucker brook, though a small stream, furnishes a good water-power. The descent of this stream is so great, that dams are erected in the town for appropriating its waters nine different times. The mechanical operations of West Cambridge consist of dying and printing calico, pulverizing drugs, medicines, and dye-stuffs, a turning

and sawing-mill, and the manufacture of saws, cards, boots, shoes, cabinet-ware and chairs; total annual value about five hundred thousand dollars.

West Cambridge is six miles north-west from Boston, and twelve east by south from Concord.

The whistling steed passes through this town several times a day on his trips between the celebrated battle-fields of Charlestown and Lexington; and, though a fiery fellow, not in hostile array, but carrying peace and prosperity in his train.

WESTFIELD.

HAMPDEN Co. This delightful town is situated at the confluence of Little river from the west, and the powerful Westfield from the north. It has the Hampshire and Hampden canal passing through it from north to south, and the western railroad from east to west.

Westfield lies one hundred and eight miles west by south from Boston, ten west from Springfield, sixteen south from Northampton, and ninety-two east from Albany. It is bounded north by Southampton, east by West Springfield, south by Southwick, and west by Russell and Montgomery.

This place was formerly the residence of many red men, who called it *Woronoke*, and was the scene of much Indian barbarity. At the time of its incorporation, in 1669, it was the most western settlement in the colony of Massachusetts, and from that circumstance it derived its name.

The central part of the town lies in a valley or basin, of about four miles in diameter, surrounded by high hills, and is supposed to have been the bed of a lake whose waters burst the Mount Tom range of mountains, and discharged itself into Connecticut river.

At this place nature has been bountiful of her charms; here "are around us all the varied features of her beauty and grandeur—the forest-crowned height; the abrupt acclivity; the sheltered valley; the rippling cax

rent, and deep glen; the grassy glade, and the silent grove." When to these natural beauties, connected with the admirable hydraulic power of the place, are added the artificial improvements wrought by the hand of man, for the benefit of the community, no one can but adore the hand of Him who has changed this lovely spot from a haunt of savage beasts and men, to the residence of those who can appreciate His power and benevolence, and who possess both the will and the means to labor for the best interests of their country.

Such are the different kinds of soil in this town, that it probably produces a greater variety of native trees, grasses, shrubbery, and flowers, than any other place of its size in the country. The population of the town in 1830, was 2,911; in 1837, 3,039; in 1840, 3,524, and in 1845, 4,200.

The principal village in the town is about half a mile south from the western railroad. It is very handsome, and is fast advancing in wealth and population. One of the Normal schools, established by the state, is located here. This school has about seventy-five scholars, and is an institution highly spoken of as a nursery for teachers. And here too, is the Westfield Academy, founded in 1796. This institution is in high standing, and since it went into operation, in 1800, has produced about five thousand scholars.

A large part of the population of the town are engaged in manufacturing such articles as whips, gunpowder, tin ware, ploughs, cabinet and wooden wares, chairs, palm-leaf hats, cigars, leather, boots, shoes, &c.; the annual value of which, before the western railroad was opened, amounted to nearly half a million of dollars; the article of whips alone amounted to at least half that sum.

Westfield was first settled about the year 1659. The first religious meeting on the Sabbath held in the town was in 1667. For some time after that, the people were called to the house of prayer by the beat of a drum. A church was organized in

1679, and the Rev. Edward Taylor, the first settled minister, was ordained the same year. He was succeeded by the Rev. Nehemiah Ball, in 1726. The next minister was the Rev. John Ballantine, in 1741. "Mr. Ballantine never preached the same sermon twice; always kept twenty sermons before hand, and completed his two sermons for the Sabbath on Tuesday evening, leaving the remainder of the week for visiting and domestic concerns. He always rose before sunrise at all seasons of the year." He died in 1776, aged sixty.

WESTFORD.

MIDDLESEX Co. This is a good farming town, on elevated ground, twenty-eight miles north-west from Boston, and ten north north-west from Concord. From Forge village to the Littleton depot on the Fitchburg railroad, is about three miles south.

Westford is bounded north by Tyngsborough, east by Chelmsford, south by Littleton, and west by Groton.

The surface and soil of the town are well adapted to the growth of grain, grass, and fruit, and large quantities of hay and vegetables are annually sent to Boston and Lowell. Quantities of fine granite, commonly called "Chelmsford granite," are found here, quarried, and transported. Westford is watered by several beautiful ponds; and by Stony brook, which rises in the town, gives it good mill privileges, and passes to the Merimack.

The manufactures of Westford consist of bar iron, shoes, leather, &c.

The village in the centre of the town is handsomely situated on a swell of fine land, commanding a beautiful prospect, of great extent, and contains an academy of ancient date, and respectable standing.

The meeting-houses in this town are so elevated as to be seen at a great distance.

The first church was formed in 1727. Clergy, Rev. Willard Hall, 1727; Rev. Matthew Scribner, 1779; Rev. Caleb Blake, 1792; Rev. Ephraim Randall, 1829.

WESTHAMPTON.

HAMPSHIRE Co. This town is bounded north by Chesterfield and Williamsburgh, east by Northampton, south by Southampton, and west by Norwich. It was first settled about the year 1767, and formed the west parish of Northampton until its incorporation, in 1778. The first minister was the Rev. Enoch Hale, in 1779. Mr. Hale was the brother of Captain Nathan Hale, of Connecticut, who fell a martyr to the cause of American liberty, having been executed by the British as a spy, in 1775.

The features of the town are generally rough, but pleasing; the soil is good, and productive of beef cattle, wool, and the fruits of the dairy. A number of streams rise in the highlands, among which is the Manhan, affording a water-power sufficient for domestic uses. There are some manufactures in the town, but the principal business of the people is farming, by which they live and thrive.

There is a neat village near the centre of Westhampton, which lies eight miles west south-west from Northampton, and ninety-eight west by south from Boston.

WESTMINSTER.

WORCESTER Co. This town lies on the range of highlands which separate the waters of the Connecticut and Merrimack. From a handsome village in the centre of the town a prospect is presented of lake, mountain, and valley, with all the varied scenery which renders a New England town peculiarly delightful.

Several streams, rising from large ponds in this town and its neighborhood, produce a considerable water-power, which is improved for manufactures of various kinds. These waters are so elevated and constant that, with a small expense, they might be rendered exceedingly valuable. They deserve the particular attention of those in search of mill sites in this part of the state.

The manufactures of Westminster

consist of chairs, cabinet, and wooden wares, hats, boots, shoes, straw bonnets, palm-leaf hats, card boards, saddlery, and leather.

This town lies fifty miles west north-west from Boston, twenty north by west from Worcester, and seven south-west from Fitchburg.

This town was first settled in 1737. In 1739, a meeting-house was built; and in 1742, a church was formed, and the Rev. Elisha Marsh was ordained pastor.

WEST NEWBURY.

ESSEX Co. This delightful agricultural town was taken from ancient Newbury in 1819. It is bounded north by Merrimack river, east and south by Newbury, and west by Bradford. The first ministry commenced here in 1698, and the Rev. Samuel Belcher was settled the same year. In this town are a Society of Friends.

This town occupies an elevated situation on the south bank of the Merrimack. The soil is excellent, and grain and hay are produced in great quantities. The butter and cheese made in this town are held in high estimation. Fruit is also produced in abundance. The town is connected with Rocks village, Haverhill, by an excellent bridge over the Merrimack, one thousand feet in length. This bridge was built in 1828; the one previous was erected in 1796, but was swept away in the great freshet of 1818. From the elevated grounds in this town many fine prospects of the surrounding scenery are obtained. Perhaps in no part of the country are finer views of distant mountains; and richly cultivated fields, with a wide and placid stream in their midst, than can be found in this and other towns on the banks of the beautiful Merrimack.

Although most of the inhabitants of the town are *professional* farmers, still there are manufactures of bar iron, combs, chaises, leather, and shoes.

West Newbury lies four miles west from Newburyport, and by the railroad from Newburyport, thirty-eight miles north from Boston.

WESTON.

MIDDLESEX Co. Previous to its incorporation, in 1713, the territory of this town was a part of Watertown. The town was settled about 1673. The first settled minister in this place was the Rev. William Williams, in 1709. His successors were, the Rev. Samuel Woodward, in 1751; the Rev. Samuel Kendall, D. D., in 1783; the Rev. Joseph Field, D. D., in 1815.

This town is on high ground, and its surface is agreeably varied by hills and valleys. There are many elevated spots in the town from which the distant hills; the fine cultivated farms; delightful villages, and country seats, in this and the neighboring towns are presented to view.

The soil of the town is good, and well improved. There are some small streams in the town, Stony brook and others, and Charles river washes its eastern border, and divides it from Newton. The Worcester railroad passes its south-eastern corner, and the Fitchburg railroad goes through the north part of the town. From the centre of the town to the Fitchburg railroad depot is about a mile.

The manufactures of the town consist of boots, shoes, leather, machinery, ploughs, chairs, harnesses, pottery ware, &c.

This pleasant town is so easily approached from the city, that it is fast filling up by citizens who love a country residence. It lies fourteen miles west by south from Boston, and nine south south-east from Concord.

WESTPORT.

BRISTOL Co. Westport is bounded north by Fall River, east by Dartmouth, south by the ocean, and west by the state of Rhode Island. It lies near the entrance into Buzzard's Bay, on the north side. It has an excellent harbor near the sea, formed by Horse Neck beach, extending in front of a large and handsome maritime village, called Westport Point, situated between the east and west branches of

Acoakset river, which meet the tide-waters here. This place was formerly the residence of many Indians, who gave to it the name of the river. It was attached to Dartmouth until its incorporation, in 1787.

Acoakset river, extending the whole length of the town, more than twelve miles, affords a good water-power, some part of which is employed in the manufacture of cotton goods, iron ware, &c. A number of whaling vessels have sailed from this port for many years, and that adventurous business is annually increasing. There are other vessels belonging to this place engaged in common nautical pursuits.

There is another flourishing village in the town, called the Head of Westport, on the Acoakset, about eight miles north from Westport Point, eight north-east from Fall River, and seven west by south from New Bedford.

There is much good land in the town, but the surface is somewhat varied. Considerable wool is grown here, and some salt manufactured.

The village at the harbor, on the east side of the point, lies about twelve miles south-west from New Bedford, sixteen south south-east from Fall River, and sixty-seven south from Boston.

WEST SPRINGFIELD.

HAMPDEN Co. This is a large, pleasant, and flourishing agricultural town, situated on the west bank of Connecticut river, and watered by the beautiful Westfield river from west to east. It stretches along the bank of the Connecticut the whole width of the county, some fifteen miles, and is about five miles in breadth. It is bounded east by Connecticut river, which separates it from Springfield, south by Suffield, Connecticut; west by Southwick, Westfield, and Southampton, and north by Northampton and Easthampton.

The surface of the town is delightfully varied by hills and valleys. From Proven's mountain, six hundred and sixty-five feet above the

river, a vastly varied prospect is presented. The soil of the town is also greatly varied, but for the most part the lands are excellent; large tracts along the banks of the rivers are exceedingly fertile. This town presents not only a soil and surface of good character for agricultural pursuits, but possesses cultivators who make it their study to understand the nature of soils, and to apply their skill and labor in producing suitable crops, to the best effect.

Our agricultural and horticultural societies are making laudable exertions to awaken the attention of farmers to the sciences connected with the natural productions of the earth; by such means the stubborn soil of New England will be subdued, and its varied features become as a blooming garden, supplying the wants of its thousand factory villages, and rendering itself independent by a proper application of its means.

Westfield river and its tributaries afford the town a good water-power; and although the people have generally, hitherto, devoted themselves to the cultivation of the soil; producing fat cattle, wool, and all the varieties of the dairy, they are now using their streams for manufacturing purposes; thereby providing a home market for their surplus productions. The manufactures consist of cotton and woollen goods, paper, and various other articles.

There are a number of pleasant and flourishing villages in this large town; those called West Springfield, Agawam, Feeding Hills, and Ireland parish, are the principal. The former lies about two miles above Springfield, on the opposite bank of the river, and is about three miles north from Agawam, five north-east from Feeding Hills, and six south from Ireland parish. This town is connected with Springfield, by a bridge, four ferries, and by the western railroad, which crosses the river by a viaduct, and passes through the town, one hundred miles west south-west from Boston, and one hundred east south-east from Albany.

This town was formerly a part of Springfield, and called "Springfield Mountains." It was first settled about 1654. The first church was gathered in 1698, and the following Rev. gentlemen have been its pastors:—John Woodbridge, settled in 1698; Samuel Hopkins, 1720; Joseph Lothrop, D. D., 1756; William B. Sprague, D. D., 1819; Thomas E. Vermilye, 1830; John H. Hunter, 1835.

WEST STOCKBRIDGE.

BERKSHIRE Co. This town was formerly a part of Stockbridge. It was purchased of the Stockbridge Indians by the whites, and called Queensborough until its incorporation, in 1774. The white men first settled here in 1766; and in 1789 they formed a church, and settled their first minister, the Rev. Oliver Ayres, in 1793. It is bounded north by Richmond, east by Stockbridge, south by Alford and Great Barrington, and west by Alford, and Austerlitz, in the state of New York.

A collection of rugged hills occupy the centre of the town. Near the south-west corner is a mountain called Tom Ball, extending into Great Barrington and Alford, while Stockbridge mountain is on the eastern side. The south and south-eastern parts consist generally of rough, broken land. Lime quarries abound. There is much valuable marble in the town, of various colors; some hardly less inferior in whiteness to snow, some particularly colored, mostly with blue; some is dove-colored, some is gray, and some is black. In Boynston's quarry, near the village, (in 1828,) an opening or fissure in the rocks, about fifteen feet deep, and from eighteen to four inches in diameter, was charged with two hundred and four pounds of powder. Upon firing it, a mass of marble was raised, about sixty feet square on the surface, and eight feet thick, and at least twice that quantity was loosened.

The manufactures of the town consist of machinery, bar iron, axes, brads, leather, boots, shoes, &c.; and

the chief article of manufacture, is its beautiful native marble, which is quarried in large quantities, sawed and formed into all shapes, and transported to all quarters.

West Stockbridge village, watered by Williams' river, which passes through the town, is a pleasant, busy place; it is the terminus of the Housatonic railroad from Bridgeport, on Long Island Sound, but is united to the western railroad by a branch railroad, two miles and three quarters in length, to the state line, where a depot on the western railroad in this town is located. From this depot the distances, by railroads, are, to Boston, one hundred and sixty-two miles; to Albany, thirty-eight; to Hudson, thirty-four, and to Bridgeport, ninety-eight miles. From Albany to New York, by water, is one hundred and forty-five miles; from Hudson, one hundred and sixteen; and from Bridgeport to New York is sixty miles.

WEYMOUTH.

NORFOLK Co. This town is bounded north by the waters of Boston harbor, east by Hingham, south by Abington, and west by Braintree and Randolph. It is about eight miles in length, and three in breadth. It was called *Wessagusset* by the Indians, and by the English, Weymouth, from a town in England, from which emigrants came in 1624.

This was the second settlement made by white men in New England. Mr. Thomas Weston, a respectable merchant of London, who had been active in promoting the interests of the Plymouth colonists, sent two ships and fifty or sixty men to plant a colony at this place, in the year 1622. The fate of the colony was as unfortunate as the designs of Mr. Weston were philanthropic. By the unjust and wanton conduct of his agents towards the natives, the colony would have been totally destroyed, were it not for the timely assistance afforded it by a band of men from the Plymouth Colony, commanded by the gallant Standish. The colony was broken up, and Mr.

Weston lost his life on the coast in attempting to reach it. This place was, however, permanently settled by the Rev. William Morrill, Captain Robert Georges, and others, in the year 1624.

The surface of the town is pleasantly diversified by hills and valleys. Some of the elevations are commanding, and present delightful views of Boston harbor, Massachusetts Bay, and the adjacent country. The soil is a strong gravelly loam, with a granitic superstructure.

This town was formerly noted for its excellent dairies, particularly for its cheese, of a superior richness and flavor; but little of which is now made in consequence of the increased value of the lands.

Weymouth is finely watered by large and beautiful ponds, and by two important arms of Boston harbor, called Fore and Back rivers. These rivers are navigable for large vessels, and at their head are valuable mill privileges. Between these rivers, and between the towns of Braintree and Hingham is a large tract of gently swelling land of good soil, extending to Quincy, and is united to "Quincy Point" by a bridge across Fore river. Over this ground the turnpike road between Quincy and Hingham passes.

There are several pleasant villages in Weymouth, but the principal place of business in the town is at "Weymouth Landing," so called, or Washington Square, at the head of Fore river, on the line of, and connected with a large village in Braintree. This place, being at the head of navigation for a large and flourishing section of country, has long enjoyed, and must ever possess, superior privileges as a place of trade. About one thousand tons of shipping are owned here, employed in the fishery and domestic commerce. At this place are a number of wharves, warehouses, a steam saw-mill, and manufactures of various kinds. Ship-building is carried on to some extent, and large quantities of lumber, flour, grain, lime, coal, wood, &c., are annually sold.

This village lies on the Plymouth

and New Bedford turnpikes, eleven miles south by east from Boston, twenty-four north north-west from Plymouth, fourteen south-east from Dedham, five west from Hingham, three south-east from Quincy, and nine south south-west from Boston Light. The railroad from Quincy to Cohasset and Duxbury passes through this pleasant and flourishing village.

The village at the south part of the town is pleasantly situated on elevated ground, about three miles south from Washington Square. The people here are extensively engaged in the manufacture of boots and shoes. The Old Colony railroad passes through this part of the town, fourteen miles from Boston.

Intercourse with the city, by land, is exceedingly easy, and packets, for the transportation of granite, and all kinds of merchandise, navigate the rivers about nine months in the year.

The roads in this section of the country are remarkably fine, and many citizens of Boston make Weymouth their summer residence.

The manufactures of the town are various, but those of leather, boots, and shoes, are the most considerable. The annual amount of these manufactures varies from half a million to a million of dollars annually.

This ancient town has been the birth-place and residence of many men of great usefulness in society. Among the number, the name of Corron Tiers, M. D., M. M. S. S., A. A. S., will long be remembered as a revolutionary patriarch, and skilful physician.

The following are the names of the Rev. gentlemen who have been pastors of the first church in Weymouth, with the year of their settlement:—Rev. Mr. Barnard, 1624; Joseph Hull, 1635; Thomas Jenner, 1636; Robert Lenthall, 1638; Samuel Newman, 1639; Thomas Thatcher, 1644; Samuel Torrey, 1656; Peter Thatcher, 1707; Thomas Paine, 1719; William Smith, 1734; Jacob Norton, 1787; Josiah Bent, 1824; John C. Phillips, 1833; Joshua Emery, jr., 1839.

WHATELY.

FRANKLIN Co. Previous to its incorporation, in 1771, this town comprised the north part of Hatfield. The Rev. Rufus Wells, the first minister in the town, was settled in 1771, and died in 1834, aged ninety. The Rev. Lemuel P. Bates was settled as colleague in 1822, and was succeeded in the ministry by the Rev. John Ferguson, in 1836.

Whately is bounded north by Conway and Deerfield, east by Connecticut river, south by Hatfield, and west by Williamsburg and Conway. The town is well watered by Mill river and West brook, on which streams are manufactures of woollen goods, tanneries, and manufactures of gimlets, hammers, augers, brushes, &c. A considerable amount of boots, shoes, pocket-books, palm-leaf hats, brooms, &c., are made here.

In this town there is a considerable quantity of intervale land on Connecticut river, but it is not of the first quality. The principal street runs parallel with the river about two miles westward; between this street and the river there is an extensive tract of swampy land, called Whately swamp, extending from north to south, almost the entire length of the town. Westward of the street the township is hilly, and the soil in many places rich and fertile.

The town produces considerable quantities of broom corn, and large numbers of sheep graze in its pastures.

The village of West Whately is pleasantly located amid the high grounds at the west part of the town, about five miles from the river. About two miles northward from this village is Mount Esther, nine hundred and ninety-five feet above the river, from which is a grand prospect of mountain, meadow, and river.

Whately lies nine miles north from Northampton, eleven south from Greenfield, and ninety west by north from Boston. The railroad between Springfield and Greenfield passes through this town.

WILBRAHAM.

HAMPDEN Co. This territory was first settled in 1731. Before its incorporation, in 1763, it was the fourth parish of Springfield, and called "Springfield Mountains." The first settled minister was the Rev. Noah Merrick, in 1741.

The people of this pleasant town are principally employed in agricultural pursuits, and are remarkable for equality of property. This town is watered by the Chickopee and several of its small tributaries. The surface is agreeably diversified by hills and valleys, and the soil is well adapted to agricultural pursuits. The products of Wilbraham are numerous; among others, the weight of two thousand two hundred and ninety-two fleeces of wool, sheared in this town in one year, was six thousand one hundred and ten pounds, valued at three thousand six hundred and sixty-nine dollars. There are some manufactures in the town of boots, shoes, leather, straw bonnets, palm-leaf hats, wagnos, &c.

The "Wesleyan Academy," in Wilbraham, is an institution of great value, and in high reputation. It has considerable funds, and about two hundred and fifty scholars attend throughout the year. Scholars are received at this seminary from ten years of age and upwards. The annual cost to a scholar for board and tuition is from eighty to ninety dollars. This institution was incorporated in 1824, and is governed by a board of trustees. This institution is situated at the north part of the town, in a pleasant village, about three miles from the western railroad. From this village, by the railroad, it is nine miles to Springfield, and ninety-five from Boston. South Wilbraham village lies four miles south from the academy, and two miles north from Rattlesnake Hill, which rears its head one thousand and seventy-seven feet above the Connecticut.

Great excitement existed in this quiet town and vicinity by the murder of Marcus Lyon, on the 9th of No-

vember, 1805. The murder was committed by two foreigners, Halligan and Daley, who were hanged at Northampton on the 5th of June, 1806.

Stafford Springs, a celebrated watering-place, in the town of Stafford, Connecticut, lies about ten miles south-east from South Wilbraham village. Travellers from the east can best reach these springs by stopping at the Palmer depot, on the western railroad, from which they are about fifteen miles south.

WILLIAMSBURG.

HAMPSHIRE Co. This township was granted in 1736, to volunteers for services against the Indians in 1704. It was attached to Hatfield, and called Hatfield Addition, until its incorporation, in 1771. The first minister in the town, the Rev. Amos Butler, was settled in 1773.

The surface of this town is quite elevated, but pleasantly variegated by hills and valleys; the soil is warm, fertile, and productive of fat cattle, wool, and fruits of the dairy. It is watered by Mill river, a fine stream, which passes through the centre of the town, and falls into the Connecticut at Northampton.

The manufactures of the town are numerous and important; they consist of woollen cloth, boots, shoes, leather, hats, iron castings, axes, gimlets, screw-drivers, stocks, flexible and japan buttons, stocking yarn, lather boxes, &c.

Our New England towns are well enough in most respects; but the boundaries of some of them are as angular as an old fashioned cocked-up hat, and the lines as crooked as the streets in Boston. Owing to this, and our unpardonable neglect in not examining Mr. Borden's excellent map of the state more minutely, we have noticed HAYDENSVILLE under *Hatfield*, when that flourishing village is located in *Williamsburg*.

Williamsburg lies eight miles north-west from Northampton, and ninety-eight west from Boston.

WILLIAMSTOWN.

Berkshire Co. This town is situated in a large and fertile valley, surrounded by romantic elevations, and watered by Hoosack and Green rivers. These beautiful streams unite their hydraulic powers and fertilizing qualities, to render this remote valley a scene of competence and peace, and a delightful retreat for the muses.

This town was first settled about the year 1751, and was called *Hoosuck* by the Indians. It lies at the north-west corner of the state, and is bounded north by Pownal, in Vermont; east by Clarksburg and Adams, south by New Ashford, and west by Berlin and Petersburg, in the state of New-York.

A church was organized here in the year 1765, and the Rev. Whitman Welsh was settled the same year. Mr. Welsh's successors were the Rev. Seth Swift, in 1779; Rev. Walter King, in 1813; Rev. R. W. Gridley, in 1816; Rev. Joseph Alden, in 1834.

This beautiful valley has four easy passages to it from different sides, one on the north, by which the Hoosic passes to Pownal; a second on the east, near the north-east corner, by which the Hoosic comes in from Adams; a third on the south side, near the middle, by which the east branch of Green river comes in from New Ashford; and a fourth at the south-west corner, by which the west branch of Green river enters from Hancock.

The general character of the soil is clayey; but in few places is the clay so hard and stiff as to be injurious to its fertility. Loam predominates in some places, and a few spots of some extent, may be called gravelly. Some of the best lands lie along the Hoosic, particularly in the eastern part of the town, though not a very large part is properly called "meadow." A pretty large tract in the south part of the town, about the junction of the two principal branches of Green river, and along up those streams is also particularly fertile and beautiful. But the hills also, and generally the mountain sides, almost, and sometimes quite,

up to their tops, have a good, and in many places, an excellent soil, suited both to grazing and tillage; though generally best for the former. There is in the town very little swampy or marshy land, and the hill pastures are not overrun, as in many parts of the country, with moss and ferns.

There are cotton and woollen mills in the town, and manufactures of starch, cabinet-ware, chairs, palm-leaf hats, shovels, hats, leather, &c.

The number of sheep in this flourishing agricultural town, in the year 1837, was eight thousand; viz., two thousand Saxony, five thousand eight hundred Merino, and two hundred common. The fleeces of these sheep weighed twenty-three thousand two hundred pounds, and sold for thirteen thousand nine hundred and sixty-five dollars. Large quantities of beef, pork, butter, and cheese, are annually sent to market from this rich and well cultivated valley.

The village in this town is delightfully situated on a gentle rise from the river. The buildings are generally tastefully constructed, and command a great variety of superb scenery. This town contains a tepid spring, of some repute in cutaneous diseases.

WILLIAMS COLLEGE, in this town, is handsomely located. It derived its name from Colonel EPHRAIM WILLIAMS, a native of Newton, a distinguished benefactor of Williamstown. Colonel Williams was a man of talents, brave, witty, polite, and popular. He commanded the line of forts on the west side of Connecticut river, in the French and Indian wars from 1740 to 1748. In 1755, he received the command of a regiment, and joined general Johnson. He fell, at the head of one thousand two hundred men, near Lake George, on the 8th of September of that year. Colonel Williams, being a bachelor, gave the most of his estate for the establishment of a free grammar school at this place. The school went into operation in 1791, and in 1793 the legislature vested it with college privileges. See *Public Institutions*.

Williamstown lies one hundred and twenty-five miles west north-west from Boston, twenty-four north from Pittsfield, thirty-five west by north from Greenfield, and thirty-five east by north from Albany.

A railroad will soon be in operation from Adams to Pittsfield. That road will doubtless be extended to this delightful Alpine valley, a distance of seven miles, and ultimately to Bennington, Vermont, a distance of about forty miles from Pittsfield.

WILMINGTON.

MIDDLESEX Co. At the time of its incorporation, in 1730, this town was a part of Woburn and Reading. It is bounded north by Andover, east by Reading, south by Woburn and Burlington, and west by Billerica.

The surface of this town is generally level, with a light and sandy soil. The wood is chiefly pine, and much charcoal is made. This kind of soil, although unfit for the generality of crops, is well adapted for the growth of hops, of which large quantities, of a fine quality, are produced in Wilmington and the neighboring towns, which frequently afford the cultivator a large profit.

During the period of thirty-two years, 1806—1837, inclusive, there were inspected at Charlestown, seventy-six thousand eight hundred and sixty bags of hops, weighing sixteen million four hundred and sixty-seven thousand one hundred and eighty-two pounds. The price varied from thirty-four to five cents a pound. The highest price was in 1817, the lowest, in 1819; average price, thirteen and one fifth cents. Total value, two million one hundred and sixty-nine thousand four hundred and thirty dollars.

The town is watered by a branch of Ipswich river; the Middlesex canal passes through it, and adds much to the beauty of its scenery.

The Boston and Lowell and Boston and Maine railroads pass through this town, fifteen miles north-west from Boston, eleven south-east from Lowell, and seven south from Andover.

WINCHENDON.

WORCESTER Co. Before its incorporation, in 1764, the territory of this town was called "Ipswich Canada," it having been granted to the heirs of soldiers from Ipswich who served in an expedition to Canada in 1690. It was first settled about the year 1752, and the first minister, the Rev. Daniel Stimpson, was settled the same year. He was succeeded by the Rev. Joseph Brown, in 1769; the Rev. Levi Pillsbury, in 1801; Rev. Ebenezer Clark, in 1820; Rev. Daniel O. Morton, in 1836.

This town is bounded north by Rindge, New Hampshire; east by Ashby, south by Templeton, and west by Royalston.

The surface of this town is somewhat uneven, but not mountainous; there are many rocks, but the soil is deep, strong, and fertile, possessing every requisition of a good farming town.

This town is watered by several streams which afford a good water-power, but particularly by Miller's river, a noble mill stream, which takes its rise from Monomonack pond, partly in this town, and partly in Rindge. There are fine quarries of granite in the town, and a spring tinged with iron and sulphur.

There are a number of neat and flourishing manufacturing villages in the town, called Robinsonville, Bullardsville, Waterville, Spring, North, and New Boston; near the latter is a beautiful pond, whose crystal waters would suit the fastidious notions of the good people of Boston, if they could tap it.

Manufacturing operations commenced here some years ago, and have been annually advancing in value. The excellent water-power in the town, and the Boston and Vermont railroad passing through it, will place Winchendon high on the list of manufacturing towns.

The manufactures in 1837, consisted of cotton and woollen goods, leather, chairs, cabinet and wooden-ware, &c.; total value about one hundred thousand dollars.

Winchendon lies thirty-eight miles north north-west from Worcester, about twenty west north-west from Fitchburg, from which to Boston is fifty miles.

TORNADO. "About six o'clock, Sunday evening, September 9th, a black and terrific cloud appeared a little south of the centre of Northfield, Franklin county, nearly in the form of a pyramid reversed, moving very rapidly, and with a terrible noise. In its progress it swept away or prostrated all the trees, fences, stone walls, and buildings which came within its vortex, which in some places was not more than twenty rods, and in others forty or fifty. It passed from Northfield through Warwick and Orange, to the south-westerly part of Royalston, where its force was broken by Tully mountain. Its path was strewn for the distance of twenty-five miles, through the towns of Royalston, Winchendon, Ashburnham, and Fitchburg, with fragments of buildings, sheaves of grain, bundles of corn-stalks, clothing, &c.

"Several persons were killed and wounded, numerous houses, barns, &c., demolished, and many domestic animals in the track of the tornado, were destroyed. Large trees were taken two hundred feet into the air, and logs which would require four oxen to remove them, were swept out of the bed of Tully river, where they had lain for more than half a century. The ground was torn up from the river to the mountain, about forty rods, from one foot to six feet deep. The surface of the earth was broken throughout the whole course of the whirlwind, as with the ploughshare of destruction. Stones of many hundred pounds' weight, were rolled from their beds. Lots of wood were hurled into promiscuous heaps, with roots and tops, and tops and roots. The appearance presented by the track of the whirlwind, indicated, as near as the writer can judge from actual inspection, that the form of the cloud, and the body of air in motion, was that of an inverted pyramid, drawing

whatever came within its influence towards the centre of motion."

WINDSOR.

BERKSHIRE Co. Noah Nash gave the province of Massachusetts one thousand four hundred and thirty pounds for this township, in 1762. It was six miles square. It was first settled about the year 1766. Its Indian name was *Ouschunkamaug*. It was incorporated by the name of Gageborough, in 1771; but, after the revolutionary war began, in 1777, the name was changed, "because Gageborough might seem to perpetuate the memory of the detested General Gage." A church was formed here in 1772, and the Rev. David Avery was installed their pastor in 1773.

This town has a lofty elevation, and surface somewhat uneven. The height of land lies in a north and south direction, a little west of the centre; from which the descent is gradual, both to the east and west. On the east side rises Westfield river, which takes a north-eastern course; and on the west side the Housatonic, which runs towards the south-west. The origin and sources of these streams are but a few rods from each other, a little south of the Congregational meeting-house. They receive several brooks in their passage through the town.

On the Housatonic, in the south-west part of the town, near the line of Dalton, are falls, judged to be about seventy feet. Though the quantity of water is not great, yet it is precipitated down the rock with such violence that it affords a prospect truly sublime. The rock over which it passes is divided near the middle, one part projecting much farther than the other. On the projecting rock a flume is placed, which takes sufficient water to carry a saw and grist-mill.

The soil of the town is warm, and finely adapted for grazing. There are some excellent farms in Windsor, and the productions of the dairy and of cattle are considerable. In one year, there were seven thousand one hun-

dred and fifty-seven sheep in the town, principally of the Saxony and Merino breeds. Their wool weighed twenty-one thousand three hundred and eighty-seven pounds, and sold for ten thousand five hundred and twenty-one dollars. This town is remarkable for the longevity of its inhabitants; which is doubtless owing to the purity of its air and water. There are some manufactures in the town, but chiefly for domestic uses.

Windsor lies twelve miles north-east from Pittsfield, and, by the old road through Northampton, about one hundred and twenty miles west by north from Boston.

WOBURN.

MIDDLESEX Co. This town is situated ten miles north-west by north from Boston, twelve east by north from Concord, fourteen south-east from Lowell, and fourteen west from Salem. It was granted by the general court to the town and church of Charlestown, in 1640; settled therefrom early in 1641, and called Charlestown Village. In 1642 it was incorporated under its present name.

The surface of the township is uneven, and very much diversified by hills, dales, and woods, being thereby rendered exceedingly variegated and pleasant. It contains several beautiful sheets of water, particularly Horn Pond, which is so remarkable for its rural beauties, as to attract numerous visitors from a distance. Middlesex canal passes by the side of the pond, and makes a descent of forty-five feet by means of three double locks. The waters of this and several smaller ponds, after furnishing some valuable and well improved water-power, fall into Mystic river, through Mystic pond, in Medford.

The soil is very various, but generally strong and rough; much of it is fertile, and the town contains some beautiful farms. Woburn is, however, essentially a manufacturing town; and pleasant villages have sprung up in its various parts. The principal manufacture is of shoes and of leather; besides these are doors,

blinds, and sashes, mahogany veneers and knobs, furniture, tin, and cabinet-ware, India rubber goods, sewing silk, files, saws, and lasts.

The Boston and Lowell railroad passes from south to north through the easterly part of the town; from which a branch, two miles in length, to Woburn Centre, has just been constructed. Warren Academy, incorporated 1828, is delightfully situated near the centre, on a beautiful eminence. The houses of public worship in town are two Congregational, two Baptist and one Universalist.

A church was formed in Woburn in the year 1642, and the Rev. Thomas Carter was settled the same year. Mr. Carter's successors were, the Rev. Jabez Fox, in 1680; Rev. John Fox, in 1703; Rev. Edward Jackson, in 1729.

The following is a copy of the bill of expenses at the ordination of Mr. Jackson, in 1729; from the town records:—

	£	s.	d.
To 433 dinners, at 2s. 6d. a dinner,	54	2	6
To suppers and breakfasts 178,	8	18	0
To keeping 32 horses 4 days,	3	0	0
To six barrels and a half of cyder,	4	11	0
To 2 gals. of brandy and 2 gals. rum,	1	16	0
To 25 gallons of wine,	9	10	0
To loaf sugar, lime juice, and pipes,	1	15	0
	£83	12	6

When the Rev. Ellis Gray, of Boston, died, in 1752, the sum of eight hundred and sixty-eight pounds was subscribed to defray the expenses of his funeral. The charges were, six hundred and fifty-three pounds; and two hundred and fifteen pounds were given to the widow. Some of the items were as follows:—"Wine, rum, pipes, and tobacco, ten pounds; shoes and clogs; hose and gloves," to a very large amount. "Necklace for the negro. A large beaver hat for Mr. Welstead," (the associate pastor).—"Three ditto for Mr. Gray's two sons and negro. Fifteen candles. Black shoe buckles." A great many "gold rings. Handkerchiefs. A light gray bob-wig for Mr. Welstead. Telling six bells," &c., &c.

WORCESTER COUNTY.

WORCESTER is the shire town.

This county crosses the state from New Hampshire on the north, to the states of Connecticut and Rhode Island on the south. It is bounded west by the counties of Franklin, Hampshire, and Hampden, and east by Norfolk and Middlesex counties.

This is the largest county in the state. Its territory is larger than the state of Rhode Island, and its population is greater than that of the state of Delaware. Its surface is rather undulating than hilly. Wachusett mountain is its highest elevation. The soil is generally strong, and produces all kinds of grain, grasses, fruits, &c., common to its climate. Its water-power is abundant in almost every town, and perhaps in no section of New England are the interests of agriculture, commerce, and manufactures more completely blended; nor can there be found better resources for their united support. Its principal rivers are the Blackstone, Quinabaug, Nashua, Ware, Miller's, and Mill.

The Blackstone canal passes from the centre of the county to the city of Providence; and two important railroads pierce the county from east to west, at suitable distances from each other, which, with their various branches, afford to almost every section of this large and flourishing county, a safe and rapid communication to the capital of the state, and to distant towns and cities at the north, the west, and the south.

In 1837, the value of the manufactures in the county of Worcester was eleven million four hundred and seven thousand seven hundred and ninety dollars; the number of sheep in the county was twenty-four thousand nine hundred and one; value of the wool, thirty-seven thousand two hundred and sixty-seven dollars. See *State Tables*.

COURTS IN WORCESTER COUNTY.

Supreme Court. LAW TERM. At Worcester, on the first Tuesday next after the fourth Tuesday of September. *NISI PRIVS.* At Worcester, on the sixth Tuesday next after the first Tuesday in March.

Common Pleas. At Worcester on the first Monday of March, third Monday in June, Monday next after the fourth Monday in August, and first Monday of December. *Criminal Court.* On the third Monday of January, last Monday of May, and fourth Monday of September.

Meetings of the County Commissioners. At Worcester on the fourth Tuesday in March; the second Tuesday of September, and on the third Tuesday of June, and the fourth Tuesday of December.

Probate Courts. At Worcester on the first Tuesday of every month. At Brookfield on the second Tuesdays of May and October. At Lancaster on the third Tuesdays of May and October. At Fitchburg on the Wednesday next after the third Tuesday in May and October. At Templeton on the Thursdays next after the third Tuesdays in May and October. At Barre on the Friday next after the third Tuesdays in May and October. At Mendon on the fourth Tuesday in May. At Uxbridge on the fourth Tuesday in October.

WORCESTER.

WORCESTER Co. Worcester is a large and flourishing town, the capital of the county whose name it bears, in which it is both centrally and delightfully situated. It is bounded north by Holden and West Boylston, east by Shrewsbury, south by Millbury and Auburn, and west by Leicester and Paxton.

Worcester was formerly very large; it contained the territory of some of the adjoining towns. An attempt was made to settle this part of the country as early as 1675, but the hostility of the Indians was such as to prevent a permanent settlement until 1713, when Jonas Rice and family became permanent residents, on the 21st of October of that year. The Indians were very numerous; they had towns on Tatnuck and Boggachoag hills, and called the neighboring country *Quinsigamond*, the name of a lake, or Long pond, which skirts the eastern border of the town.

It is stated that "in 1718 there were in the town fifty-eight humble dwelling-houses; some were furnished with windows of diamond glass," while others obtained the light "through the dim transparency of oiled paper."

The surface of the town is pleasantly varied by hills and valleys; the greatest elevation is that of Chandler's hill, seven hundred and forty-eight feet above the sea, from which a fine view of the beautiful country surrounding it, is presented. The soil is various, and suited to the cultivation of all the grains, grasses, vegetables, fruits, and flowers, common to a New England climate. The natural advantages which this town enjoys, with the skill and taste displayed in the cultivation of the soil, has covered the face of this section of the state with beauty and abundance.

Worcester is watered by numerous rivers, brooks, and rivulets. Mill brook, a branch of the Blackstone, and Tatnuck and Boggachoag rivers, and Turkey brook, branches of French river, are the principal. These

streams, though not large, are constant, and furnish the town with a good hydraulic power. The population of Worcester from 1790, will be seen by the *Tables*. In 1845, it was eleven thousand five hundred and fifty-six.

In 1719, a meeting-house was built in Worcester, a church organized, and the Rev. Andrew Gardner ordained. Mr. Gardner's successors were, Rev. Isaac Burr, in 1725; Rev. Thaddeus Maccarty, in 1747; Rev. Samuel Austin, D. D., in 1790; Rev. Charles A. Goodrich, in 1816; Rev. Arelius B. Hull, in 1821; Rev. Rodney A. Miller, in 1827.

Second Church. The Rev. Aaron Bancroft was settled in 1786; Rev. Alonzo Hill, in 1827.

The public and private Schools, and other Literary Institutions, in this town, are of a high order:—perhaps in no part of the world is education more cherished and honored than in Worcester. See *Town Table*.

The manufactures of Worcester are large and important; and in no town in New England are the domestic interests of the country more ardently cherished. In the year 1837, the value of its manufactures amounted to nearly eleven hundred thousand dollars; since which the amount has much increased, while many new operations have commenced, and new articles been manufactured. At that time, there were in Worcester eight woollen, five cotton, and two paper mills; an air and cupola furnace, nine woollen machinery factories, three tin factories, and manufactures of coaches, chaises, boots, shoes, hats, cutlery, chairs, cabinet-ware, ploughs, straw bonnets, palm-leaf hats, wire, lead pipe, paper, machinery, &c. A particular account of the manufactures in this, and all other towns in the state, for the year 1845, will be found in the *Tables*.

There are a number of pleasant villages in Worcester, but that near the centre of the town, the site of the county buildings, and the mart of a large and flourishing trade, is the principal. This village is situated in a valley, and is surrounded by hills

of gentle acclivity. There are many handsome streets in this village, but the most important, or main street, is about a mile in length, wide, well shaded, and on each side are tasteful buildings, both for public and private uses, and well suited to a large manufacturing and commercial inland town; the head-quarters of the largest agricultural, and one of the wealthiest counties in New England.

The principal village of Worcester has become so thickly settled, that a wise policy of its citizens has recently directed them to convey, by a costly aqueduct, from a neighboring height, an abundant supply of that indispensable element to health and comfort, soft and pure water.

All denominations of Christians in the town are amply supplied with houses of public worship. Some of the churches possess much taste and beauty. A new and splendid church, one hundred and twenty by sixty-five feet, has recently been erected for the use of the Roman Catholics. At this place is the new and beautiful Catholic College of the HOLY CROSS, under the direction of the Fathers of the Society of Jesus. In this college only Catholic students are admitted.

This is a very delightful village; it contains many splendid and costly edifices, and travellers as they approach it from any direction, are delighted with its neatness and beauty. It has long been the residence of men of great wealth and talents; and its access from any part of the country is rendered so easy by railroads, as to have become a favorite resort for citizens and strangers.

THE STATE LUNATIC ASYLUM. See *State Institutions.*

THE AMERICAN ANTIQUARIAN SOCIETY was founded in 1812. By the liberality of the late ISAAH THOMAS, LL. D., one of its first benefactors, a spacious hall was erected in 1820, for the reception of its large and valuable cabinet of antiquities, and its library of about twelve thousand volumes of American publications, particularly of

all works pertaining to American history, and literature generally.

Mr. Thomas was the father of New England printers. He published the first newspaper in this town, in 1775, and, a few years after, the first Bible in America. He was a gentleman of great patriotism and liberality. He was born in Boston, January 19th, 1749, and died in this town, April 4th, 1831.

The Blackstone canal passes from Worcester, forty-five miles, to Providence; and this place has become a central point for railroad communications. From Worcester to Boston by railroad is forty-four miles; to Springfield, fifty-four; to Hartford, seventy-nine; to Albany, one hundred and fifty-six, and to Norwich, fifty-nine. A railroad will soon be opened between this place and Providence, forty-five miles; and another across the Boston and Vermont railroad, at Groton, to meet the great northern railroad from Boston to Montreal, at Nashua, New Hampshire, forty miles.

WORTHINGTON.

HAMPSHIRE Co. This town is bounded north by Cummington, east by Chesterfield, south by Middlefield and Chester, and west by Peru.

This township occupies an elevated situation near the centre of the Green mountain range, upon its eastern declivity. The waters in this township are discharged into the Connecticut by the Westfield river, the principal branch of which washes the southwest boundary of the town, and other branches pass through the middle and north-east parts. It is one of the best townships of land in this vicinity; the surface is handsome and pleasant, and much of the soil rich and productive.

The manufactures of Worthington consist of leather, boots, shoes, curtains, children's wagons, hats, &c.

There were sheared in this town in one year, nine thousand and fifty merino sheep; the wool weighed twenty-seven thousand pounds, and sold for sixteen thousand eight hundred and seventy-five dollars.

Worthington lies on the old stage-road from Northampton to Pittsfield, seventeen miles west north-west from the former, eighteen east from the latter, and one hundred and seven west from Boston.

WRENTHAM.

NORFOLK Co. This town was a part of Dedham, until its incorporation in 1673. It was first settled about the year 1661, and was named for a town in England. Its Indian name was *Wollanopauge*. During Philip's war in 1676, this town was the scene of savage aggression. After the war was over, a family of Indians resided in a curious cavern in the town, called "Wampum's Rock," nine feet square and eight feet in height.

The surface of the town is pleasantly diversified by hills and valleys; Joe's Rock Hill, four hundred and eighty-six feet in height, and Red Brush Hill, four hundred and fifty-six feet, are the most elevated grounds in the town, from which extended and interesting views are obtained of large parts of Massachusetts and Rhode Island. The soil is generally of a good quality, and is rendered productive by skilful management.

From the highlands, and a large and beautiful pond, called by the Indian name of the town, branches of the Charles and Neponset rise. These streams, though not large, afford the town an excellent hydraulic power, which is well improved in manufacturing operations. As long ago as 1837, the value of woollen and cotton goods, axes, boots, shoes, hats, straw bonnets, boats, hoops, &c., made here, amounted to more than two hundred thousand dollars.

Eagle Factory village, at the outlet of the pond, and Shepardsville, at the south part of the town, are neat and flourishing places; and the village near the centre of the town, containing an academy and other handsome buildings, makes a very fine appearance. There is also a pleasant village in the north part of the town, about four miles from the centre village.

Wrentham is bounded south in part by Cumberland, Rhode Island, and lies twenty-seven miles south south-west from Boston, seventeen south south-west from Dedham, sixteen north from Providence, and about seven miles west from the Boston and Providence railroad depot at Foxborough, which is thirty-one and a half miles from Boston.

A church was organized in this town in 1692, when the Rev. Samuel Mann was ordained. Mr. Mann was succeeded by the Rev. Henry Messenger, in 1719; Rev. Joseph Bean, in 1750; Rev. David Avery, in 1786; Rev. Elisha Fisk in 1799.

"In memory of the Rev. Mr. JOSEPH BEAN, pastor of the 1st church in Wrentham, who died Feb. 12th, 1784, in y^e 66th year of his age.

"Near half an age with every good man's praise,
Among his flock y^e shepherd passed his days.
The friend, y^e comfort of y^e sick & poor;
Want never knocked unheeded at his door;
Oft when his duty call'd disease and pain
Strove to confine him, but they strove in vain
All mourn his death; his virtues long they
They ^{try'd} knew not how they lov'd him till he
dy'd."

YARMOUTH.

BARNSTABLE Co. This town was first settled by white men in the year 1637. It was called *Mattacheeset* or *Muttacheest* by the Indians, and was probably inhabited by the same tribe that was found at Barnstable. It was incorporated as a town in 1639. The Rev. Thomas Thornton was settled here in 1662; two other ministers, Mr. Millar and Mr. Matthews, were settled previously, but the dates of their settlements are lost.

The soil in this town in many parts is quite productive, and much attention has recently been paid to its cultivation and improvement. Thirty bushels of corn to the acre is considered an average crop. There are large tracts of salt meadow in the town which is very valuable. German's Hill, one hundred and thirty-six feet above the sea, is the highest land in the town.

Yarmouth extends across Cape Cod, and is bounded west by Barnstable, and east by Dennis. It has good harbors on each side of the cape, of ample depth of water for fishing and coasting vessels, of which a large number are owned here, and constantly engaged.

The people in this town, in common with those in other towns on the cape, are much devoted to nautical pursuits; and it is to the enterprise and skill of these people that our merchants are greatly indebted for their success. Go to any port on the globe, and nine times in ten you'll find a Cape Cod captain there. About forty of these hardy sons of Neptune belong to this town; they sail from various ports in the United States, and are generally part owners of the vessels in which they sail.

There are in this town manufactures of salt, cordage, carriages, cabinet and tin wares, &c., to a considerable amount. The manufacture of salt by solar evaporation commenced in that part of this town which now constitutes Dennis, in 1776. At that time, and for many years since, that manufacture was pursued with great spirit and success. In the year 1837, there were three hundred and sixty-five thousand bushels of common salt, and large quantities of Epsom salt, made in this town, valued at one hundred and ten thousand dollars; but this business is less profitable than formerly, and is consequently decreasing.

In this town are a number of large and beautiful ponds, of pure and soft fresh water; such as would do the Boston folks good merely to look at. From one of these ponds issues Bass river, a considerable stream for Cape Cod, affording a small water-power. This stream partly divides Yarmouth

from Dennis, and has at its mouth a good harbor; the government of the United States having recently erected a breakwater for its protection.

There are a number of pleasant villages in this town; those called Yarmouth, Yarmouth Port, South Yarmouth, and West Yarmouth, are the most important.

It is worthy of remark that the second temperance society ever established, was organized in Yarmouth, in 1817; a short time after the establishment of that in Boston, which was the first in the world.

In and about the numerous ponds and large salt meadows in this town and Barnstable, are found an abundance of fowl and fish, in their season; and these towns are much visited in the summer by the sportsmen from Boston and vicinity, and also by many people of business or leisure, who are desirous of escaping, for a time, from the heat and noise of the city, to enjoy the comforts of a summer sea-breeze and country air; where they meet with fine accommodations and hospitality. The number of visitors to these towns has very much increased within the last few years, in consequence of the establishment of a regular steamboat communication between them, Plymouth, and Boston, which is kept open through all but the winter months.

Yarmouth Port, on the north side of the cape, lies four miles east from Barnstable, and sixty-nine south-east from Boston. South Yarmouth village, near a small stream called Parker's river, on the south side, is about four miles south from Yarmouth Port. From Barnstable to Plymouth, by water, is thirty-two miles; to Boston sixty-four. From Yarmouth, to meet the Old Colony railroad at Plymouth, is thirty-two miles.

NOTE.

THE foregoing descriptions of the counties and towns in Massachusetts, the editor presents to the public as containing the most prominent and interesting facts relating thereto; it being impossible to compress a larger portion of the several local histories into a work obviously designed for reference, rather than minute detail.

These facts are derived from personal observation, numerous communications from highly valued correspondents, historical and statistical collections, town and county histories, &c., &c., aided by the new and valuable map of the Commonwealth.

The population, dates of incorporation, and a variety of other items, are presented in a tabular form, believing that mode the best adapted for reference and comparison.

The tables of domestic industry in the several towns and counties, for 1845, will be found at the close of the volume. Statistics of the same character for 1837, are interspersed in the descriptions of most of the towns and counties, for the purpose of showing their variation in those periods. These statistics were made by legislative authority, and are deemed correct. In no case have the statistics accompanying the census of 1840, been referred to; they being, in the opinion of the editor, a bundle of egregious errors, totally unworthy of credit.

The editor tenders his grateful acknowledgments to all those who have favored him with their assistance in preparing a work in which he has labored assiduously to meet their approbation, and render worthy of public favor.

POPULATION TABLES.

Population of the **COUNTIES** and **TOWNS** in Massachusetts from 1790 to 1840, with the dates of their incorporation. The names of the towns are as at present designated. Since 1790, many towns have been divided, and new towns incorporated, and some of the old names have been changed; thus, in 1790, Braintree comprised Quincy and Randolph; Peru was called Partridgefield, &c.

BARNSTABLE COUNTY.

Towns.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
BARNSTABLE, ...	1639	2,610	2,964	3,646	3,824	3,974	4,301
Brewster, ...	1803			1,112	1,285	1,418	1,522
Chatham, ...	1712	1,140	1,351	1,334	1,630	2,130	2,334
Dennis, ...	1793		1,408	1,739	1,997	2,317	2,942
Eastham, ...	1646	1,834	659	751	766	970	955
Falmouth, ...	1686	1,637	1,882	2,237	2,370	2,548	2,589
Harwich, ...	1694	2,392	2,857	1,942	1,980	2,453	2,930
Marshpee, ...	1763	308	155	139	150		309
Orleans, ...	1797		1,095	1,248	1,343	1,789	1,974
Provincetown, ...	1727	454	812	936	1,252	1,710	2,122
Sandwich, ...	1639	1,991	2,024	2,382	2,484	3,361	3,719
Truro, ...	1705	1,193	1,152	1,209	1,241	1,547	1,920
Wellfleet, ...	1763	1,117	1,207	1,402	1,472	2,046	2,377
Yarmouth, ...	1639	2,678	1,727	2,134	2,232	2,251	2,554
Total, ...		17,354	19,293	22,211	24,026	28,514	32,548

BERKSHIRE COUNTY.

Towns.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
Adams, ...	1778	2,465	1,688	1,763	1,836	2,649	3,703
Alford, ...	1773	577	518	522	570	512	481
Becket, ...	1765	751	930	1,028	984	1,063	1,342
Boston Corner, ...	1838	67			92	64	65
Cheshire, ...	1793		1,325	1,315	1,202	1,050	985
Clarksburgh, ...	1798		253	231	274	315	370
Dalton, ...	1784	554	859	779	817	827	1,255
Egremont, ...	1760	759	835	790	865	890	1,038
Florida, ...	1805			392	431	454	441
Great Barrington, ...	1761	1,373	1,754	1,784	1,908	2,264	2,704
Hancock, ...	1776	1,211	1,187	1,049	1,165	1,052	922
Hinsdale, ...	1804			822	822	780	955
Lanesborough, ...	1765	2,142	1,443	1,303	1,319	1,192	1,140
Lee, ...	1777	1,170	1,267	1,305	1,384	1,825	2,428
LENOX, ...	1767	1,169	1,041	1,310	1,315	1,359	1,313
Mount Washington, ...	1779	261	291	474	467	345	438
New Ashford, ...	1781	460	390	411	358	285	227
New Marlborough, ...	1759	1,550	1,848	1,832	1,668	1,656	1,682
Otis, ...	1773	605	1,102	1,111	981	1,012	1,177

BERKSHIRE COUNTY—CONTINUED.

Towns.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
Peru, ...	1771	1,041	1,361	912	748	729	576
Pittsfield, ...	1761	1,992	2,261	2,665	2,768	3,559	3,747
Richmond, ...	1765	1,255	1,044	1,041	923	844	1,097
Sandisfield, ...	1762	1,742	1,857	1,795	1,646	1,655	1,464
Savoy, ...	1797		430	711	852	927	915
Sheffield, ...	1733	1,899	2,050	2,439	2,476	2,382	2,322
Stockbridge, ...	1739	1,336	1,261	1,372	1,377	1,580	1,992
Tyringham, ...	1762	1,397	1,712	1,689	1,443	1,350	1,477
Washington, ...	1777	588	914	942	750	701	991
West Stockbridge, ...	1774	1,113	1,002	1,049	1,034	1,209	1,448
Windsor, ...	1771	916	961	1,108	1,085	1,042	897
Williamstown, ...	1765	1,820	2,086	1,843	2,010	2,134	2,153
Total, ...		30,213	33,670	35,787	35,570	37,706	41,745

BRISTOL COUNTY.

Names.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
Attleborough, ...	1694	2,166	2,480	2,716	3,055	3,215	3,585
Berkley, ...	1735	850	1,013	1,014	1,060	907	886
Dartmouth, ...	1664	2,499	2,660	3,219	3,636	3,866	4,135
Dighton, ...	1712	1,793	1,666	1,659	1,607	1,723	1,378
Easton, ...	1725	1,466	1,550	1,557	1,803	1,756	2,074
Fairhaven, ...	1812				2,733	3,034	3,951
Fall River, ...	1803			1,296	1,594	4,158	6,738
Freetown, ...	1683	2,202	2,535	1,878	1,863	1,909	1,772
Mansfield, ...	1770	983	1,016	1,030	1,222	1,172	1,382
New Bedford, ...	1787	3,313	4,361	5,651	3,947	7,592	12,087
Norton, ...	1711	1,428	1,481	1,598	1,600	1,479	1,545
Pawtucket, ...	1828					1,459	2,184
Raynham, ...	1731	1,094	1,181	1,154	1,071	1,208	1,329
Rehoboth, ...	1645	4,710	4,743	4,866	2,740	2,459	2,169
Seekonk, ...	1812				2,775	2,133	1,996
Somerset, ...	1790	1,151	1,232	1,199	1,116	1,023	1,005
Swansey, ...	1667	1,784	1,741	1,839	1,933	1,678	1,484
TAUNTON, ...	1639	3,804	3,860	3,907	4,520	6,042	7,645
Westport, ...	1787	2,466	2,361	2,585	2,633	2,779	2,820
Total, ...		31,709	33,880	37,168	40,908	49,592	60,165

DUKES COUNTY.

Towns.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
Chilmark, ...	1714	771	800	723	695	691	702
EDGARTOWN, ...	1671	1,352	1,226	1,365	1,374	1,509	1,736
Tisbury, ...	1671	1,142	1,092	1,202	1,223	1,317	1,520
Total, ...		3,265	3,118	3,290	3,292	3,517	3,958

ESSEX COUNTY.

Towns.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
Amesbury, ...	1668	1,801	1,757	1,590	1,956	2,445	2,471
Andover, ...	1643	2,863	2,941	3,164	3,889	4,530	5,207
Beverly, ...	1668	3,290	3,881	4,608	4,283	4,073	4,689
Boxford, ...	1685	925	852	880	906	935	942
Bradford, ...	1675	1,371	1,420	1,369	1,600	1,856	2,222
Danvers, ...	1757	2,425	2,643	3,127	3,646	4,228	5,020
Essex, ...	1819				1,107	1,333	1,450
Georgetown, ...	1838						1,540
Gloucester, ...	1639	5,317	5,313	5,943	6,384	7,510	6,350
Hamilton, ...	1793		749	780	802	748	818
Haverhill, ...	1643	2,408	2,730	2,682	3,070	3,896	4,336
Ipswich, ...	1634	4,562	3,305	3,569	2,553	2,949	3,000
Lynn, ...	1637	2,291	2,837	4,087	4,515	6,138	9,367
Lynnfield, ...	1782	491	468	509	596	617	707
Manchester, ...	1645	965	1,082	1,137	1,201	1,236	1,355
Marblehead, ...	1649	5,661	5,211	5,900	5,630	5,149	5,575
Methuen, ...	1725	1,297	1,253	1,181	1,371	2,006	2,251
Middleton, ...	1728	682	598	541	596	607	657
Newbury, ...	1635	3,972	4,076	5,176	3,671	3,603	3,789
NEWBURYPORT, ...	1764	4,837	5,946	7,634	6,852	6,375	7,161
Rockport, ...	1840						2,650
Rowley, ...	1639	1,772	1,557	1,682	1,825	2,044	1,203
SALEM, ...	1629	7,921	9,457	12,613	12,731	13,895	15,082
Salisbury, ...	1639	1,780	1,855	2,047	2,006	2,519	2,739
Saugus, ...	1815				748	960	1,098
Topsfield, ...	1650	780	789	815	866	1,010	1,059
Wenham, ...	1643	502	476	554	572	611	689
West Newbury, ...	1819				1,279	1,586	1,560
Total, ...		57,913	61,196	71,888	74,655	82,859	94,987

FRANKLIN COUNTY.

Towns.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
Ashfield, ...	1765	1,459	1,741	1,809	1,748	1,732	1,610
Bernardston, ...	1762	691	780	811	912	918	992
Buckland, ...	1779	718	1,041	1,097	1,037	1,039	1,084
Charlemont, ...	1765	743	1,090	1,107	1,231	1,194	1,127
Coleraine, ...	1761	1,417	2,014	2,016	1,961	1,877	1,971
Conway, ...	1767	2,092	2,013	1,784	1,705	1,563	1,409
Deerfield, ...	1673	1,330	1,531	1,570	1,868	2,003	1,912
Erving, ...	1838			160	331	488	309
Gill, ...	1793		700	762	800	864	798
GREENFIELD, ...	1753	1,498	1,254	1,165	1,361	1,540	1,756
Hawley, ...	1792	539	878	1,031	1,089	1,037	977
Heath, ...	1785	379	604	917	1,122	1,199	895
Leverett, ...	1774	524	711	769	857	939	875
Leyden, ...	1784	989	1,095	1,009	974	796	632
Monroe, ...	1822					265	282
Montague, ...	1753	906	1,222	934	1,074	1,152	1,255

FRANKLIN COUNTY—CONTINUED.

Towns.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
New Salem, ...	1753	1,543	1,949	2,107	2,146	1,889	1,305
Northfield, ...	1714	868	1,047	1,218	1,584	1,757	1,673
Orange, ...	1783	784	766	764	829	880	1,501
Rowe, ...	1785	443	575	839	851	716	703
Shelburne, ...	1768	1,183	1,079	961	1,022	995	1,022
Shutesbury, ...	1761	674	930	939	1,029	986	987
Sunderland, ...	1714	462	537	551	597	666	719
Warwick, ...	1763	1,246	1,233	1,227	1,256	1,150	1,071
Wendell, ...	1781	519	737	983	958	874	875
Whately, ...	1771	736	773	891	1,076	1,111	1,072
Total, ...		21,743	26,300	27,421	29,418	29,630	28,812

HAMPDEN COUNTY.

Towns.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
Blandford, ...	1741	1,416	1,778	1,613	1,515	1,590	1,427
Brimfield, ...	1731	1,211	1,384	1,325	1,612	1,599	1,419
Chester, ...	1765	1,119	1,542	1,534	1,526	1,407	1,632
Granville, ...	1754	1,979	2,309	1,504	1,643	1,649	1,414
Holland, ...	1783	428	445	420	453	453	423
Longmeadow, ...	1783	744	973	1,036	1,171	1,257	1,270
Ludlow, ...	1774	560	650	730	1,246	1,327	1,268
Monson, ...	1760	1,331	1,635	1,674	2,126	2,263	2,151
Montgomery, ...	1780	449	560	595	604	579	740
Palmer, ...	1752	809	1,039	1,114	1,197	1,237	2,139
Russell, ...	1792		431	422	491	507	955
Southwick, ...	1770	841	867	1,229	1,255	1,355	1,214
SPRINGFIELD, ...	1646	1,574	2,312	2,767	3,914	6,784	10,985
Tolland, ...	1810			798	692	723	627
Wales, ...	1762	606	774	645	683	665	686
Westfield, ...	1669	2,204	2,185	2,130	2,668	2,940	3,526
West Springfield, ...	1774	2,367	2,835	3,109	3,246	3,270	3,626
Wilbraham, ...	1763	1,555	1,743	1,776	1,979	2,034	1,864
Total, ...		19,193	23,462	24,421	28,021	31,639	37,366

HAMPSHIRE COUNTY.

Towns.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
Amherst, ...	1759	1,233	1,358	1,469	1,917	2,631	2,550
Belchertown, ...	1761	1,485	1,878	2,270	2,426	2,491	2,554
Chesterfield, ...	1762	1,183	1,323	1,408	1,447	1,416	1,132
Cummington, ...	1779	873	985	1,009	1,060	1,261	1,237
Easthampton, ...	1785	457	586	660	712	745	717
Enfield, ...	1816				873	1,056	976
Goshen, ...	1781	681	724	652	632	617	556

POPULATION TABLES.

335

HAMPSHIRE COUNTY—CONTINUED.

Towns.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
Granby, ...	1768	596	786	850	1,066	1,064	971
Greenwich, ...	1754	1,045	1,460	1,225	778	813	824
Hadley, ...	1661	882	1,073	1,247	1,461	1,686	1,814
Hatfield, ...	1670	703	809	805	823	893	933
Middlefield, ...	1783	608	877	822	755	720	1,717
NORTHAMPTON, ...	1654	1,628	2,190	2,631	2,854	3,613	3,750
Norwich, ...	1773	742	959	968	849	795	750
Pelham, ...	1743	1,040	1,144	1,185	1,278	904	956
Plainfield, ...	1785	458	797	977	936	984	910
Prescott, ...	1822					758	780
South Hadley, ...	1753	759	801	902	1,047	1,185	1,458
Southampton, ...	1753	829	983	1,171	1,160	1,244	1,157
Ware, ...	1761	773	997	996	1,154	2,045	1,890
Westhampton, ...	1778	683	756	793	896	918	759
Williamsburg, ...	1771	1,049	1,176	1,122	1,087	1,236	1,309
Worthington, ...	1768	1,116	1,223	1,391	1,276	1,179	1,197
Total, ...		18,823	22,885	24,553	26,487	30,254	30,897

MIDDLESEX COUNTY.

Towns.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
Acton, ...	1735	853	901	885	1,047	1,128	1,121
Ashby, ...	1767	751	941	1,103	1,188	1,240	1,246
Bedford, ...	1729	523	538	592	648	685	929
Billerica, ...	1655	1,191	1,383	1,289	1,380	1,374	1,632
Boxborough, ...	1783	412	387	388	424	474	426
Brighton, ...	1807			608	702	972	1,425
Burlington, ...	1799		534	471	508	446	510
CAMBRIDGE, ...	1633	2,115	2,453	2,323	3,295	6,072	8,409
Carlisle, ...	1780	555	634	672	681	566	556
CHARLESTOWN, ...	1629	1,583	2,751	4,959	6,591	8,783	11,484
Chelmsford, ...	1655	1,144	1,290	1,396	1,535	1,387	1,697
CONCORD, ...	1635	1,590	1,679	1,633	1,788	2,017	1,784
Dracut, ...	1702	1,217	1,274	1,301	1,407	1,615	2,188
Dunstable, ...	1673	380	485	475	584	593	603
Framingham, ...	1700	1,598	1,625	1,670	2,037	2,313	3,030
Groton, ...	1655	1,840	1,802	1,886	1,897	1,925	2,139
Holliston, ...	1724	875	783	989	1,042	1,304	1,782
Hopkinton, ...	1715	1,317	1,372	1,345	1,655	1,809	2,245
Lexington, ...	1713	941	1,006	1,052	1,200	1,543	1,642
Lincoln, ...	1754	740	756	713	706	709	686
Littleton, ...	1715	854	904	773	955	947	927
LOWELL, ...	1826					6,474	20,796
Malden, ...	1649	1,033	1,059	1,384	1,731	2,010	2,514
Marlborough, ...	1660	1,554	1,735	1,674	1,952	2,077	2,101
Medford, ...	1630	1,029	1,114	1,443	1,474	1,755	2,478
Natick, ...	1762	615	694	766	849	890	1,285
Newton, ...	1691	1,360	1,491	1,709	1,850	2,376	3,351

MIDDLESEX COUNTY—CONTINUED.

Towns.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
Pepperell, ...	1753	1,132	1,198	1,333	1,439	1,440	1,571
Reading, ...	1644	1,802	2,025	2,228	2,797	1,806	2,193
Sherburne, ...	1674	801	775	770	811	899	995
Shirley, ...	1753	677	713	814	922	991	957
Somerville, ...	1842						
South Reading, ...	1812					1,311	1,517
Stoneham, ...	1725	381	380	467	615	732	1,017
Stow, ...	1683	801	890	885	1,071	1,220	1,230
Sudbury, ...	1639	1,290	1,303	1,287	1,417	1,423	1,422
Tewksbury, ...	1734	958	944	943	1,008	1,527	906
Townsend, ...	1732	993	1,149	1,246	1,482	1,506	1,892
Tyngsborough, ...	1789	382	696	704	808	822	870
Waltham, ...	1738	882	903	1,014	1,677	1,857	2,504
Watertown, ...	1630	1,091	1,207	1,531	1,518	1,641	1,810
Wayland, ...	1780	801	835	824	962	944	998
West Cambridge, ...	1807			971	1,064	1,230	1,363
Westford, ...	1729	1,229	1,267	1,330	1,409	1,329	1,436
Weston, ...	1713	1,010	1,027	1,008	1,041	1,091	1,092
Wilmington, ...	1730	710	797	716	786	731	859
Woburn, ...	1642	1,727	1,228	1,219	1,519	1,977	2,993
Total, ...		42,737	46,928	52,789	61,472	77,961	106,611

NANTUCKET COUNTY.

Towns.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
NANTUCKET, ...	1687	4,620	5,617	6,807	7,266	7,202	9,012

NORFOLK COUNTY.

Towns.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
Bellingham, ...	1719	735	704	766	1,034	1,102	1,055
Braintree, ...	1640	2,771	1,285	1,351	1,466	1,758	2,168
Brookline, ...	1686	484	605	784	900	1,043	1,365
Canton, ...	1797	1,110	1,353	1,268	1,515	1,995	
Cohasset, ...	1770	817	849	994	1,099	1,233	1,471
DEDHAM, ...	1636	1,659	1,973	2,172	2,493	3,117	3,290
Dorchester, ...	1630	1,722	2,347	2,930	3,684	4,074	4,875
Dover, ...	1784	485	511	548	548	497	520
Foxborough, ...	1778	674	779	870	1,004	1,165	1,298
Franklin, ...	1778	1,101	1,285	1,398	1,630	1,662	1,717
Medfield, ...	1651	731	745	786	892	817	883
Medway, ...	1713	1,035	1,050	1,213	1,523	1,756	2,043
Milton, ...	1662	1,039	1,143	1,264	1,502	1,576	1,822
Needham, ...	1711	1,130	1,072	1,097	1,227	1,418	1,488
Quincy, ...	1792	1,081	1,281	1,623	2,201	3,486	
Randolph, ...	1793		1,021	1,170	1,546	2,200	3,213

POPULATION TABLES.

327

NORFOLK COUNTY—CONTINUED.

Towns.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
Roxbury, ...	1630	2,226	2,765	3,669	4,135	5,247	9,089
Sharon, ...	1765	1,034	1,018	1,000	1,010	1,023	1,076
Stoughton, ...	1726	1,994	1,020	1,134	1,313	1,591	2,142
Walpole, ...	1724	1,005	989	1,098	1,366	1,442	1,491
Weymouth, ...	1635	1,469	1,803	1,889	2,407	2,837	3,738
Wrentham, ...	1673	1,767	2,061	2,478	2,801	2,698	2,915
Total, ...		23,878	27,216	31,245	36,471	41,972	53,140

PLYMOUTH COUNTY.

Towns.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
Abington, ...	1712	1,453	1,623	1,704	1,920	2,423	3,214
Bridgewater, ...	1656	4,975	5,200	5,157	1,700	1,855	2,131
Carver, ...	1790	847	863	858	839	970	995
Duxbury, ...	1637	1,454	1,664	2,201	2,403	2,716	2,798
East Bridgewater, ...	1823				1,435	1,653	1,950
Halifax, ...	1734	664	642	703	749	708	734
Hanson, ...	1820				917	1,030	1,040
Hanover, ...	1627	1,084	958	1,171	1,211	1,303	1,488
Hingham, ...	1635	2,085	2,112	2,382	2,857	3,387	3,564
Hull, ...	1644	120	117	139	172	198	231
Kingston, ...	1726	1,004	1,037	1,137	1,313	1,321	1,440
Marshfield, ...	1641	1,269	1,256	1,364	1,532	1,565	1,761
Middleborough, ...	1669	4,526	4,458	4,400	4,687	5,008	5,085
North Bridgewater, ...	1821				1,480	1,953	2,616
Pembroke, ...	1712	1,954	1,943	2,051	1,297	1,325	1,258
Plymouth, ...	1620	2,995	3,524	4,228	4,348	4,758	5,281
Plympton, ...	1707	956	861	900	930	920	834
Rochester, ...	1686	2,644	2,546	2,954	3,034	3,556	3,864
Scituate, ...	1636	2,856	2,728	2,969	3,305	3,468	3,886
Wareham, ...	1739	854	770	851	952	1,885	2,002
West Bridgewater, ...	1822				1,055	1,042	1,201
Total, ...		31,740	32,302	35,169	38,136	43,044	47,373

SUFFOLK COUNTY.

Towns.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
Boston, ...	1630	18,320	24,937	33,787	43,298	61,392	93,383
Chelsea, ...	1739	472	849	594	642	771	2,390
Total, ...		18,792	25,786	34,381	43,940	62,163	95,773

WORCESTER COUNTY.

Towns.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
Ashburnham, ...	1765	951	994	1,036	1,230	1,402	1,652
Athol, ...	1762	848	993	1,041	1,211	1,325	1,591
Auburn, ...	1778	473	532	540	608	690	649
Barre, ...	1753	1,613	1,937	1,971	2,077	2,503	2,751
Berlin, ...	1784	512	590	591	625	692	763
Blackstone, ...	1845						
Bolton, ...	1738	861	945	1,037	1,229	1,253	1,186
Boylston, ...	1786	839	1,058	800	902	820	797
Brookfield, ...	1673	3,100	3,284	3,170	2,292	2,342	2,472
Charlton, ...	1754	1,965	2,120	2,180	2,134	2,173	2,117
Dana, ...	1801			625	664	623	691
Douglas, ...	1746	1,079	1,083	1,142	1,375	1,742	1,617
Dudley, ...	1732	1,114	1,140	1,226	1,615	2,155	1,352
Fitchburg, ...	1764	1,165	1,390	1,566	1,736	2,169	2,604
Gardner, ...	1785	531	667	815	911	1,023	1,260
Grafton, ...	1735	872	985	946	1,154	1,889	2,943
Hardwick, ...	1739	1,725	1,727	1,657	1,836	1,885	1,789
Harvard, ...	1732	1,387	1,319	1,431	1,597	1,600	1,571
Holden, ...	1741	1,077	1,142	1,072	1,402	1,719	1,874
Hubbardston, ...	1767	933	1,113	1,127	1,367	1,674	1,784
Lancaster, ...	1653	1,460	1,584	1,694	1,862	2,014	2,019
Leicester, ...	1714	1,076	1,103	1,181	1,252	1,782	1,707
Leominster, ...	1740	1,216	1,486	1,584	1,790	1,930	2,069
Lunenburg, ...	1728	1,277	1,243	1,371	1,209	1,317	1,272
Mendon, ...	1667	1,555	1,628	1,819	2,254	3,152	3,524
Milford, ...	1780	839	907	973	1,160	1,360	1,773
Milbury, ...	1813				926	1,611	2,171
New Braintree, ...	1751	939	875	912	888	825	752
Northborough, ...	1766	619	698	794	1,018	992	1,248
Northbridge, ...	1772	569	544	713	905	1,053	1,449
North Brookfield, ...	1812				1,095	1,241	1,485
Oakham, ...	1762	772	801	848	986	1,010	1,038
Oxford, ...	1713	1,237	1,237	1,277	1,562	2,034	1,742
Paxton, ...	1765	558	582	619	613	597	670
Petersham, ...	1754	1,560	1,794	1,490	1,623	1,696	1,775
Phillipston, ...	1786	740	802	839	916	932	919
Princeton, ...	1759	1,042	1,021	1,062	1,261	1,346	1,347
Royalston, ...	1765	1,130	1,243	1,415	1,424	1,493	1,667
Rutland, ...	1714	1,072	1,202	1,231	1,262	1,276	1,260
Shrewsbury, ...	1727	963	1,048	1,210	1,458	1,386	1,481
Southborough, ...	1727	837	871	926	1,030	1,080	1,145
Southbridge, ...	1816				1,066	1,444	2,031
Spencer, ...	1753	1,322	1,432	1,453	1,548	1,618	1,604
Sterling, ...	1781	1,428	1,614	1,472	1,710	1,794	1,647
Sturbridge, ...	1738	1,768	1,846	1,927	1,633	1,688	2,005
Sutton, ...	1715	2,642	2,513	2,660	2,056	2,186	2,370
Templeton, ...	1762	950	1,068	1,205	1,331	1,552	1,776
Upton, ...	1735	833	854	995	1,088	1,167	1,466
Uxbridge, ...	1727	1,308	1,404	1,404	1,551	2,086	2,004
Warren, ...	1742	899	979	1,014	1,112	1,189	1,290

WORCESTER COUNTY—CONTINUED.

Towns.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
Webster, ...	1832						1,403
Westborough, ...	1717	934	922	1,048	1,326	1,438	1,658
West Boylston, ...	1808				632	886	1,055
Westminster, ...	1759	1,176	1,369	1,419	1,634	1,696	1,645
Winchendon, ...	1764	946	1,092	1,173	1,263	1,463	1,754
Worcester, ...	1684	2,095	2,411	2,577	2,962	4,173	7,497
Total, ...		56,807	61,192	64,910	73,625	84,355	95,313

RECAPITULATION OF THE POPULATION OF THE TOWNS BY COUNTIES.

Counties.	Inc.	1790.	1800.	1810.	1820.	1830.	1840.
BARNSTABLE, ...	1685	17,354	19,293	22,211	24,026	28,514	32,548
BERKSHIRE, ...	1761	30,213	33,670	35,787	35,570	37,706	41,745
BRISTOL, ...	1685	31,709	33,880	37,168	40,908	49,592	60,165
DUKES, ...	1695	3,265	3,118	3,290	3,292	3,517	3,958
ESSEX, ...	1643	57,913	61,196	71,888	74,655	82,859	94,987
FRANKLIN, ...	1811	21,743	26,300	27,421	29,418	29,630	28,812
HAMPDEN, ...	1812	19,193	23,462	24,421	28,021	31,639	37,366
HAMPSHIRE, ...	1662	18,823	22,885	24,553	26,487	30,254	30,897
MIDDLESEX, ...	1643	42,737	46,928	52,789	61,472	77,961	106,611
NANTUCKET, ...	1695	4,620	5,617	6,807	7,266	7,202	9,012
NORFOLK, ...	1793	23,878	27,216	31,245	36,471	41,972	53,140
PLYMOUTH, ...	1685	31,740	32,302	35,169	38,136	43,044	47,373
SUFFOLK, ...	1643	18,792	25,786	34,381	43,940	62,163	95,773
WORCESTER, ...	1731	56,807	61,192	64,910	73,625	84,355	95,313
Total, ...		378,787	422,845	472,040	523,287	610,408	737,700

CLASSIFICATION

OF THE POPULATION OF MASSACHUSETTS, WITH THE NUMBER OF PAUPERS, IN 1840, BY COUNTIES.

Counties.	WHITE MALES.			WHITE FEMALES.			Colored Males.	Colored Females.	Paupers.
	5 and under 10.	20 and under 30.	60 and under 70.	5 and under 10.	20 and under 30.	60 and under 70.			
BARNSTABLE, ...	2,037	2,847	584	2,024	2,677	776	218	219	302
BERKSHIRE, ...	2,354	3,862	700	2,338	3,707	782	654	624	569
BRISTOL, ...	3,254	5,746	965	3,365	5,645	1,293	626	604	1,522
DUKES, ...	228	351	86	213	343	124	13	7	29
ESSEX, ...	5,441	9,133	1,657	5,311	8,757	2,297	233	274	2,721
FRANKLIN, ...	1,731	2,252	588	1,811	2,481	619	52	36	420
HAMPDEN, ...	2,058	3,744	592	1,939	3,811	655	152	160	404
HAMPSHIRE, ...	1,758	2,667	557	1,735	2,728	664	106	95	396
MIDDLESEX, ...	5,533	11,009	1,486	5,478	13,602	1,787	285	208	2,106
NANTUCKET, ...	380	1,078	136	392	741	237	423	156	180
NORFOLK, ...	2,929	5,418	850	2,915	5,317	1,098	63	97	181
PLYMOUTH, ...	2,824	3,811	921	2,705	3,756	1,221	161	192	575
SUFFOLK, ...	4,392	15,873	628	4,598	11,504	989	1,407	1,031	3,420
WORCESTER, ...	5,377	8,494	1,682	5,291	9,181	2,103	261	312	1,487
Total, ...	40,296	76,285	11,432	40,115	74,250	14,645	4,654	4,015	14,912

OUTLINES OF MASSACHUSETTS.

MASSACHUSETTS is divided into fourteen counties, three hundred and nine towns, and the two districts of Boston Corner and Marshpee. It contains an area of about eight thousand two hundred square miles, and is bounded east, south-east, and south by the Atlantic ocean. It has, exclusive of the island counties of Dukes and Nantucket, a sea-coast of about two hundred and fifty miles. It is bounded south and west by the state of Rhode Island, about sixty-eight miles; south by the state of Connecticut, eighty-seven miles; west by the state of New York, fifty miles; north by the state of Vermont, forty-two miles; and north by the state of New Hampshire, eighty-seven miles. It lies between $41^{\circ} 31'$, and $42^{\circ} 53'$ north latitude, and $69^{\circ} 48'$, and $73^{\circ} 17'$ west longitude from Greenwich.

The name of this state probably arose from the name of a tribe of Indians formerly at Barnstable; or from two Indian words—*Mos* and *Wetuset*; the former signifying an *Indian arrow's head*, the latter, *Hill*. It is stated that the sachem who governed in this region about the time of the landing of our forefathers, lived on a hill in the form of an Indian arrow's head, a few miles south of Boston, and was called by the Indians *Moswetuset*.

The population of the state from 1790 to 1840, will be found in the tables. The population in 1701, was 70,000; in 1742, 164,000; in 1763, 241,025; in 1765, 227,926; in 1776, 348,004; and in 1784, 357,510.

According to the censuses of the United States, from which the foregoing tables of population are taken, there were in 1840, in Massachusetts, one hundred and ninety-five white males, and three hundred and seventy-five white females, between ninety and one hundred years of age; and seventeen white males, two white females, six colored males, and two colored females, upward of one hundred years old.

The senatorial districts are permanent; the senate consists of forty members, chosen in each district according to the number of inhabitants; but, in all cases, each district is entitled to at least one senator. The legislative power of this state is vested in a senate and house of representatives. The executive power is vested in a Governor, Lieutenant Governor, and a Council.

Every town or city containing 1,200 inhabitants is entitled to elect one representative; and 2,400 inhabitants are made the mean increasing number, which entitles it to an additional representative. Every town containing less than 1,200 inhabitants is entitled to elect a representative as many times, within ten years, as the number 160 is contained in the number of inhabitants of said town; and such towns may also elect one representative for the year in which the valuation of estates within the Commonwealth is settled.

The number of inhabitants which entitles a town to elect one representative, and the mean increasing number which entitles a town or city to elect more than one, and also the number by which the population of towns, no

entitled to representatives every year, is to be divided, are to be increased, respectively, by one tenth of the numbers above mentioned, whenever the population of the Commonwealth shall have increased to 770,000; and for every additional increase of 70,000 inhabitants, the same addition of one tenth is to be made, respectively, to the said numbers above mentioned.

Nine councillors are annually chosen from among the people at large, on the first Wednesday in January, or as soon thereafter as may be, by a joint vote of the senators and representatives.

The governor, lieutenant-governor, senators, and representatives, are chosen annually by the people, on the second Monday of November, and meet at Boston on the first Wednesday of January.

The judiciary power is vested in a Supreme Court, a Court of Common Pleas, and such other courts, as the legislature may, from time to time, establish. The judges are appointed by the governor and council, and hold their offices during good behavior. See *Counties*.

SUCCESSION OF GOVERNORS, JUDGES, &c., &c.

Governors of Plymouth, chosen annually by the people.

1620 John Carver.	1644 Edward Winslow.
1621 William Bradford.	1645 William Bradford.
1633 Edward Winslow.	1657 Thomas Prince.
1634 Thomas Prince.	1673 Josias Winslow.
1635 William Bradford.	1681 Thomas Hinckley, who held his
1636 Edward Winslow.	place, except during the interruption
1637 William Bradford.	by Andros, till the junction with Mas-
1638 Thomas Prince.	sachusetts, in 1692.
1639 William Bradford.	

Governors of Massachusetts under the First Charter, chosen annually by the people.

1628 John Endicott.	1645 Thomas Dudley.
1630 John Winthrop.	1646 John Winthrop.
1634 Thomas Dudley.	1649 John Endicott.
1635 John Haynes.	1650 Thomas Dudley.
1636 Henry Vane.	1651 John Endicott.
1637 John Winthrop.	1654 Richard Bellingham.
1640 Thomas Dudley.	1655 John Endicott.
1641 Richard Bellingham.	1665 Richard Bellingham.
1642 John Winthrop.	1673 John Leverett.
1644 John Endicott.	1679 Simon Bradstreet.

After the dissolution of the First Charter.

1686 Joseph Dudley, Pres.	ple, and Simon Bradstreet elected
1686 Sir Edmund Andros, Governor.	President, who, in 1691, was chosen
1689 Sir Edmund deposed by the peo-	Governor.

Governors of Massachusetts under the Second Charter, appointed by the King

<i>Governors.</i>	<i>Lieutenant Governors.</i>
1692 Sir William Phips.	1692 William Stoughton, to 1702.
1699—1700 Earl of Bellomont.	1702 Thomas Povey.
1702 <i>May.</i> The Council.	
Joseph Dudley.	1715 William Tailer.
1714 <i>Feb.</i> The Council.	
<i>March.</i> Joseph Dudley.	1723 William Dummer.
1716 Samuel Shute.	1729 William Dummer.
1728 William Burnet.	1730 William Tailer.
1730 Jonathan Belcher.	1733 Spencer Phips.
1740 William Shirley.	1756 Spencer Phips.
1753 William Shirley.	
1757 <i>April.</i> The Council.	1758 Thomas Hutchinson, to 1770.
Thomas Pownal.	1770 Andrew Oliver.
1760 Francis Bernard.	1774 Thomas Oliver.
1770 Thomas Hutchinson.	
1774 Thomas Gage.	

Since the Revolution.

1744. *October.* A Provincial Congress.
 1775. *July.* The Council.

Under the New Constitution, chosen annually by the people.

<i>Governors.</i>	<i>Lieutenant Governors.</i>
1780 John Hancock,	to 1785 1780 Thos. Cushing, to Feb. 28, 1786
1785 James Bowdoin,	1787 1788 Benjamin Lincoln, 1789
1787 John Hancock,	Oct. 8, 1791 1789 <i>Samuel Adams</i> , 1794
1794 Samuel Adams,	1797 1794 <i>Moses Gill</i> , May 20, 1800
1797 Increase Sumner,	June 7, 1799 1801 Samuel Phillips, Feb. 10, 1802
1800 Caleb Strong,	1807 1802 Edward H. Robbins, 1807
1807 James Sullivan,	Dec. 10, 1808 1807 <i>Levi Lincoln</i> , 1809
1809 Christopher Gore,	1810 1809 David Cobb, 1810
1810 Elbridge Gerry,	1812 1810 William Gray, 1812
1812 Caleb Strong,	1816 1812 William Phillips, 1823
1816 John Brooks,	1823 1823 Levi Lincoln, Feb. 1824
1823 William Eustis,	Feb. 6, 1825 1824 <i>Marcus Morton</i> , July, 1825
1825 Levi Lincoln,	1834 1826 Thomas L. Winthrop, 1832
1834 John Davis,	1836 1833 <i>Samuel T. Armstrong</i> , 1836
1836 Edward Everett,	1840 1836 George Hull, 1843
1840 Marcus Morton,	1841 1843 Henry H. Childs, 1844
1841 John Davis,	1843 1844 John Reed.
1843 Marcus Morton,	1844
1844 George N. Briggs.	

Note. Those lieutenant governors whose names are in Italics, acted as governors pro-tem.

Succession of Chief Justices of the Supreme Judicial Court.

William Cushing,	1776—1789	Samuel Sewall,	1814
Nath'l Peaslee Sargent,	1789—1791	Isaac Parker,	1814—1830
Francis Dana,	1791—1806	Lemuel Shaw,	1830
Theophilus Parsons,	1806—1814		

Succession of Associate Justices of the Supreme Judicial Court.

Jedediah Foster,	1776—1779	George Thatcher,	1801—1824
James Sullivan,	1776—1782	Theodore Sedgwick,	1802—1813
David Sewall,	1777—1789	Isaac Parker,	1806—1814
Increase Sumner,	1782—1797	Charles Jackson,	1813—1823
Francis Dana,	1785—1791	Daniel Dewey,	1814—1815
Robert Treat Pain,	1790—1804	Samuel Putnam,	1814—1842
Nathan Cushing,	1790—1800	Samuel S. Wilde,	1815
Thomas Davis, jr.,	1792—1802	Levi Lincoln,	1824—1825
Theophilus Bradbury,	1797—1803	Marcus Morton,	1825—1839
Samuel Sewall,	1800—1814	Charles A. Dewey,	1836
Simeon Strong,	1800—1805	Samuel Hubbard,	1842

RIVERS.

MASSACHUSETTS cannot boast of her navigable rivers to facilitate the commerce of her capital ; but her people are justly proud of her numerous streams which rise on her elevated surface ; passing through, and decorating her fertile valleys, falling in every direction, and producing an hydraulic power of vast extent and usefulness.

With the exception of the Connecticut and Merrimack, the streams of this state rise within its own borders, and many of them give an important water-power to the neighboring states.

Since the introduction of railroads, the inconvenience long felt for an easy mode of intercommunication with distant sections of the country, is fast passing away, and the steam car will soon be seen traversing, with its magic power and speed, the banks of the best navigable rivers in the country. The most important rivers in the state are here given, all of which have important tributaries, and are mentioned under the towns through which they pass :—

ASSABET RIVER. This river rises in the neighborhood of Westborough ; it passes through Marlborough, Northborough, and Stow, and joins Sudbury river at Concord.

CONCORD RIVER is formed by the union of Assabet and Sudbury rivers at Concord ; after passing through the towns of Bedford, Billerica, and Chelms-

ford, it falls into the Merrimack between Lowell and Ter. . . . furnishes the Middlesex canal with most of its waters.

CHARLES RIVER. Charles river, in Massachusetts, is the *Quinobeg* Indians. This river rises on the borders of Hopkinton and Milford, and after meandering through Bellingham, Franklin, Medway, Medfield, Sherburne, Dover, Dedham, Needham, Natick, Newton, Waltham, and Watertown, it meets the tide waters, and forms a part of Boston harbor. It is navigable to Watertown, seven miles west from Boston.

BLACKSTONE RIVER. The most inland branch of this river rises between Paxton and Holden. It passes Worcester, and the ponds in Shrewsbury pay it the tribute of their waters. After passing Auburn, Grafton, Millbury, Sutton, Northbridge, Uxbridge, and Mendon, it passes into the state of Rhode Island, where it changes its name to Pawtucket, and meets the tide waters in Providence river.

CONNECTICUT RIVER. This beautiful river, the *Quonektacut* of the Indians, and the pride of the Yankees, has its sources in New Hampshire and the mountainous tracts in Lower Canada. Its name in the Indian language is said to signify *Long River*, or, as some render it, *River of Pines*. Its general course is north and south. After forming the boundary line between New Hampshire and Vermont, it crosses the western part of Massachusetts, passes the state of Connecticut, nearly in its centre; and, after a fall of one thousand six hundred feet, from its head, north of latitude 45°, it falls into Long Island Sound, in latitude 41° 16'. The breadth of this river, at its entrance into Vermont, is about one hundred and fifty feet, and in its course of sixty miles it increases to about three hundred and ninety feet. In Massachusetts and Connecticut, its breadth may be estimated from four hundred and fifty to one thousand and fifty feet. It is navigable to Hartford, forty-five miles, for vessels of considerable burthen, and to Middletown, thirty miles from the sea, for vessels drawing twelve feet of water. By means of canals and other improvements, it has been made navigable for boats to Fifteen Mile Falls, nearly two hundred and fifty miles above Hartford. The most considerable rapids in this river, are Bellows' Falls, the falls of Queechy, just below the mouth of Waterqueechy river; the White river falls, below Hanover, and the Fifteen Mile Falls, in New Hampshire and Vermont; the falls at Montague and South Hadley, in Massachusetts, and the falls at Enfield, in Connecticut, where it meets the tide water. The perpendicular height of the falls which have been overcome by dams and locks, between Springfield, in Massachusetts, and Hanover, in New Hampshire, a distance of one hundred and thirty miles, is two hundred and forty feet. Bars of sand and gravel extend across this river in various places, over which, boats with difficulty pass, in low water. The most important tributaries to the Connecticut, in New Hampshire, are Upper and Lower Amonoosuck, Israel's, John's, Mascomy, Sugar,

and Ashuelot rivers; in Vermont, Nulhegan, Passumpsic, Wells, Waits, Ompomponoosuck, White, Waterqueechy, Black, Williams, Sexton's, and West rivers; in Massachusetts, Miller's, Deerfield, Agawam, Chicopee, and Westfield rivers; and the Farmington, in Connecticut.

The intervalles are generally spread upon one or both sides of the river, nearly on a level with its banks, and extending from half a mile to five miles in breadth; but its borders are in some places high, rocky, and precipitous. In the spring, it overflows its banks, and, through its winding course of nearly four hundred miles, forms and fertilizes a vast tract of rich meadow. In point of length, utility, and beauty, this river forms a distinguished feature of New England.

Large quantities of shad are taken in this river, but the salmon, which formerly were very plenty, have entirely disappeared. Connecticut river passes through a basin or valley of about twelve thousand square miles; it is decorated on each side with towns and villages, of superior beauty, and presents to the eye a wonderful variety of enchanting scenery.

CHICOPÉE RIVER. This river rises in Spencer, Leicester, and Paxton, and receives the waters of Quaboag pond, in Brookfield. It passes through Warren. At Palmer it receives the waters of Ware, and Swift rivers, and enters the Connecticut at the north part of Springfield, seven miles south from South Hadley.

DEERFIELD RIVER. This beautiful and important Indian stream joins the Connecticut between Greenfield and Deerfield. It rises in the high grounds of Windham county, near Straton, Dover, and Somerset, Vermont; and proceeding in a south-east course, it passes through Monroe, Florida, Rowe, Charlemont, Hawley, Buckland, Shelburne, and Conway. The most important tributaries to this stream are Cold river; a river from Heath and Cole-raine; one from Leyden, via Greenfield, and a river from Conway. Its whole length is about fifty miles. In some places, Deerfield river is rapid, and its banks very precipitous. Its passage through the mountains is very curious and romantic.

FRENCH RIVER. This river rises in Leicester, Massachusetts. It passes through Auburn, Oxford, and Dudley; it then enters the state of Connecticut, and joins the Quinebaugh at Thompson. Some French Protestants settled on this river in 1685.

HOUSATONIC RIVER. The sources of this river are in the towns of Lanesborough and Windsor, Berkshire county, Massachusetts. The two branches meet at Pittsfield, where the river forms; it then passes south, through Berkshire county, and enters the state of Connecticut. After meandering through the county of Litchfield, in that state, it separates the counties of New Haven and Fairfield, and meets the tide water at Derby, fourteen miles above its entrance into Long Island Sound. The source of this mountain stream is

more than one thousand feet above the ocean; and in its course of nearly one hundred and fifty miles, it affords numerous mill sites, and presents many pleasant and well cultivated towns. The volume of water of this river is not very large, except in seasons of freshet, when the rains from the mountains that environ its borders, inundate the valleys, and greatly fertilize the soil. The scenery on the Housatonic is exceedingly beautiful; in some places it is enchanting. The romantic cataract at Canaan, Connecticut, of sixty feet perpendicular, is well worthy the notice of travellers. The Indian name of this river signifies *over the mountains*. A vocabulary of Indian names, so beautiful and expressive, would be not only curious, but valuable.

HOOSACK RIVER. Two branches of the *Hoosack*, *Hosick*, or *Hoosick* river, rise in New England: one in the highlands in the county of Berkshire, Massachusetts; the other in the mountainous tracts of Bennington county, Vermont. These branches unite near Hoosack Falls, in the state of New York, about three miles west of the celebrated Bennington battle ground. Hoosack river meets the Hudson at Schaghticoke, fifteen miles north of Troy, New York. This stream, in many places, is exceedingly rapid in its course, and affords a great number of mill sites.

MERRIMACK RIVER, one of the principal rivers of New England, is formed of two branches. The north branch, called Pemigewasset, rises near the Notch of the White Mountains, and passes southwardly through the corner of Franconia, Lincoln, Peeling, Thornton, and Campton, forming the boundary between Plymouth and Holderness, and also the boundary line between the counties of Belknap and Grafton, from the south corner of Holderness to near its junction with the Winnepisiogee. It receives several considerable branches in its course; Mad river, in Campton; Baker's, in Plymouth; and streams flowing from Squam and Newfound lakes, with numerous small tributaries. The east branch is the Winnepisiogee, through which pass the waters of the lake of that name. The descent of this branch from the lake to its junction with the Pemigewasset, is two hundred and thirty-two feet. The confluent stream bears the name of Merrimack, and pursues a south course, seventy-eight miles, to Chelmsford, Massachusetts; thence an east course, thirty-five miles, to the sea at Newburyport. On the north line of Concord, the Contoocook discharges its waters into the Merrimack. The Soucook becomes a tributary in Pembroke, and the Sunkook between Pembroke and Allentown. The Piscataquog unites in Bedford; the Souhegan in Merrimack, and a beautiful river called Nashua, in Nashua. The principal tributaries are on the west side of the river, mostly rising in the highlands between the Connecticut and Merrimack. There are numerous falls in this river, the most noted of which are Garven's, in Concord, the falls in Hooksett, and Amoskeag, in Goffstown and Manchester. These falls are all rendered passable by locks, and boat navigation has for several years been extended as far as Concord. There are several bridges over the Merrimack,

and its principal branches, besides a number of ferries. The Merrimack, whose fountains are nearly on a level with the Connecticut, being much shorter in its course, has a far more rapid descent to the sea than the latter river. Hence the intervalles on its borders are less extensive, and the scenery less beautiful, than on the Connecticut. It is, however, a majestic river; its waters are generally pure and healthy; and on its borders are situated some of the most important towns in N. England. The name of this river was originally written *Merramacke* and *Monnomake*, which in the Indian language signified a *sturgeon*. Its width varies from fifty to one hundred and twenty rods; and at its mouth it presents a beautiful sheet of half a mile in width.

MILLER'S RIVER rises in ponds in Ashburnham and Winchendon; it has many tributaries, and passes through Athol, Orange, and Wendell, and falls into the Connecticut at Irving. This is a noble mill stream.

NASHUA RIVER, a beautiful stream on the south part of Hillsborough county, New Hampshire, has its source in Worcester county, Massachusetts. It is formed of two branches, called the north and south branches. The north branch is formed of two streams, one from Ashburnham, the other from Wachuset ponds. The south branch is composed of Still river, issuing from the east side of Wachuset mountain, and a small stream from Quinepoxet pond, in Holden. These branches are united in Lancaster, from which the main river proceeds in a north-east course, to Harvard, Shirley, Groton, and Pepperell, in Massachusetts; and from thence into New Hampshire, through Hollis, and near the centre of the town of Nashua, where it falls into Merrimack river.

NEPONSET RIVER. The sources of this river are in Canton, Stoughton, and Sharon. It receives a tributary from Charles river, Mother brook, so called, and meets the tide of Boston harbor at Milton Mills, four miles from Dorchester bay. This is a noble mill stream; on its navigable waters is the depository of the Quincy granite railroad company, and at its mouth, the pleasant and flourishing village of Neponset.

QUINEBAUG RIVER. This beautiful stream rises in Mashapaug pond, in Union, Connecticut. It passes north, to Brimfield, Massachusetts, then a south-east course, to Thompson, Connecticut, where it receives French river from the north. It then traverses a south direction about thirty miles, affording fertility, and a great hydraulic power in its course, when it joins the Shetucket, near the city of Norwich, and takes the name of that river to the Yantic. These three streams form the Thames, which passes to Long Island Sound, near New London.

SUDBURY RIVER. This river rises in Hopkinton and its neighborhood, and after passing Framingham, Natick, Sudbury, Wayland, and Lincoln, it joins the Assabet at Concord.

TAUNTON RIVER. This river rises in the county of Plymouth, and falls into Mount Hope Bay. The Taunton and its branches water the towns of Abington, Hanson, Halifax, and Plympton, all the Bridgewaters, Raynham, Taunton, Berkley, Dighton, Freetown, Fall River, Somerset, and Swansey. It is navigable to Taunton for small vessels, and with its contemplated improvements, steamboats will be enabled to run to Taunton, and thus become another channel of conveyance between Boston and New York. This river is celebrated for the great and widely distributed water-power it produces, and for the multitude of alewives within its waters.

WARE RIVER. Branches of this large and powerful mill stream rise in Hubbardston, Barre, and Oakham. It passes through Hardwick, New Braintree, and Ware, and joins the Chickopee at Palmer.

WESTFIELD RIVER. This river, often called the Agawam, rises in the north part of Berkshire county. It has many tributaries, and is exceedingly wild and romantic in many places. Its main branch traverses the towns of Plainfield, Cummington, Goshen, Worthington, Chesterfield, Norwich, Montgomery, Russell, and Westfield, and meets the Connecticut at West Springfield.

These rivers have many tributaries, all of which are more or less valuable for their hydraulic power. There are also numerous other streams, such as the Ipswich, at Ipswich; Mystic, at Medford; Manatiquot, at Braintree; North, at Pembroke; Nemasket, at Middleborough, &c.; which rise near the sea, and unite at their mouths, both navigable and manufacturing privileges. Most, if not all the rivers in the state, are mentioned under the towns in which they rise or fall, or through which they pass.

CAPES.

The principal capes in Massachusetts are Capes Cod and Ann; and which are described under *Barnstable county* and *Gloucester*. For notices of minor capes, see the towns in which they lie.

BAYS AND HARBORS.

Along the extensive coast of Massachusetts, are a number of bays of great capacity, enclosing harbors of as great depth of water, safety, and ease of access, as can be found on the seaboard of any country.

The whole of Massachusetts Bay lies within this state. The exterior bounds of this celebrated bay are Capes Cod and Ann. The length of this bay is about sixty-two miles, from north-west to south-east; its breadth is about twenty-five miles. Numerous bays, and rivers of various sizes, set in from this bay, and its whole coast is lined with commodious harbors, and pleasant commercial towns.

This bay is noted for its delightful scenery, and as containing the first settlements of the Pilgrim Fathers of New England.

Passing Cape Cod, on which, on the south side, are the harbors of Chatham, Hyannis, Wood's Hole, Tarpolin Cove, on Naushon Island, &c., we come to Buzzard's Bay, jutting up north-west some twenty-five miles from the sea, containing the important harbors of New Bedford, Fair Haven, Rochester, Wareham, &c. This bay is formed on its south-eastern side by the Elizabeth Islands, and at its mouth is about seven miles in width; its mean width is about six miles. South of New Bedford, at Dartmouth and Westport, are a number of excellent harbors. See *Dukes county*, and *Nantucket*.

ISLANDS.

The principal islands along the coast of Massachusetts, are described under the heads of *Boston Harbor*, *Chilmark*, *Edgartown*, *Nantucket*, and *Newburyport*.

MOUNTAINS.

The surface of Massachusetts is elevated, and generally undulating. The most level parts are found in the counties of Plymouth, Bristol, and Barnstable. The most elevated parts lie in the four western counties, Berkshire, Franklin, Hampshire, and Hampden. Through these counties, the Green or Hoosic, and Taconic or Taghconnic mountains pass, from north to south; but in few places are they remarkable for their elevation. In the following tables, taken principally from Borden's Map of the State, the greatest elevations above the sea, of these ranges of mountains, are given, with their latitude and longitude; also the height and location of the most important detached highlands in various parts of the state:—

HEIGHTS, LATITUDES AND LONGITUDES OF EMINENCES IN MASSACHUSETTS.

Names.	Location.	Feet.	Latitude.	Longitude.
Alumn-pond Hill, . . .	Douglas, ...	778	42 01 15	71 46 05
Alden's Hill, ...	Middleborough, ...	178	41 49 49	70 57 21
Ayer's Hill, ...	Haverhill, ...	339	42 48 24	71 03 46
Bald Peak, ...	Mount Washington, . . .	2,624	42 06 7	73 26 23
Bald Hill, ...	Douglas, ...	714	42 02 45	71 42 55
Bear Mountain, ...	Wendell, ...	1,281	42 35 14	72 25 54
Becket Station, ...	Becket, ...	2,194	42 18 07	73 09 10
Blue Hill, ...	Milton, ...	635	42 12 44	71 07 11
Bourne's Hill, ...	Sandwich, ...	297	41 44 00	70 29 28
Bumsket Hill, ...	Paxton, ...	1,407	42 18 06	71 54 11
Colonel's Mountain, . .	Palmer, ...	1,172	42 14 10	72 14 19
Clarksburg Mountain, .	Clarksburg, ...	2,272	42 44 4	73 09 56

Names.	Location.	Feet.	Latitude. ° ' "	Longitude. ° ' "
Chandler's Hill, ...	Worcester, ...	778	42 16 16	71 47 31
Castle Hill, ...	Saugus, ...	288	42 29 20	71 03 00
Codden's Hill, ...	Marblehead, ...	118	42 31 00	70 51 35
Copcut Mountain, ...	Fall River, ...	355	42 43 17	71 03 55
Dug Hill, ...	Blandford, ...	1,622	42 12 25	72 56 50
French's Hill, ...	Pern, ...	2,239	42 25 39	73 02 39
Fay's Mountain, ...	Westborough, ...	707	42 14 24	71 38 02
Falmouth Hill, ...	Falmouth, ...	193	41 35 53	70 37 22
Fall River Hill, ...	Fall River, ...	259	41 42 39	71 09 04
German's Hill, ...	Yarmouth, ...	136	41 41 29	70 12 52
Great Meadow Hill, ...	Rehoboth, ...	266	41 52 45	71 13 21
Great Rock Hill, ...	"	248	41 51 33	71 17 34
Great Hill, ...	Rochester	127	41 42 33	70 43 37
Hilliard's Knob, ...	"	1,120	42 18 20	72 31 00
Hitchcock's Hill, ...	Wales, ...	1,190	42 05 08	72 15 56
Hawse's Hill, ...	Barre, ...	1,285	42 27 27	72 07 28
Hatchet Hill, ...	Southbridge, ...	1,016	42 01 40	72 05 07
High Ridge, ...	Williamsburg, ...	1,480	42 26 55	72 43 29
Holt's Hill, ...	Andover, ...	423	42 38 29	71 06 42
Hyannis Hill, ...	Barnstable, ...	81	41 37 53	70 18 43
Jackson's Hill, ...	Blandford, ...	1,717	42 10 20	73 00 13
Joe's Rock Hill, ...	Wrentham, ...	486	42 01 53	71 24 36
Manomet Hill, ...	Plymouth, ...	394	41 55 39	70 35 45
Mendal's Hill, ...	Fairhaven, ...	146	41 42 03	70 53 18
Monk's Hill, ...	Kingston, ...	313	41 57 39	70 43 41
More's Hill, ...	Goshen, ...	1,713	42 27 53	72 47 23
Mount Daniel, ...	Webster, ...	785	42 01 42	71 48 30
Mount Esther, ...	Whately, ...	995	42 27 10	72 40 26
Mount Grace, ...	Warwick, ...	1,628	42 41 30	72 21 42
Mount Lincoln, ...	Pelham, ...	1,246	42 21 50	72 25 46
Mount Tom, ...	Northampton, ...	1,214	42 14 31	72 39 17
Mugget Hill, ...	Charlton, ...	1,012	42 08 02	71 57 46
Nahant Hill, ...	Lynn, ...	90	42 25 41	70 55 35
Packard's Mountain, ...	New Salem, ...	1,278	42 27 41	72 21 32
Proven's Mountain, ...	West Springfield, ...	665	42 05 05	72 42 39
Perry's Peak, ...	Richmond, ...	2,089	42 25 16	73 33 12
Peaked Mountain, ...	Monson, ...	1,239	42 02 51	72 20 47
Prospect Hill, ...	Waltham, ...	482	42 23 19	71 15 34
"	Hingham, ...	243	42 11 35	70 51 45
"	Rowley, ...	264	42 42 20	70 53 51
Powow Hill, ...	Salisbury, ...	328	42 51 58	70 56 36
Railcut Hill, ...	Gloucester, ...	205	42 37 43	70 39 15
Red Brush Hill, ...	Wrentham, ...	456	42 01 50	71 22 42
Saddle Mountain, ...	Adams, ...	3,505	42 38 14	73 10 22
Scituate Hill, ...	Cohasset, ...	180	42 14 15	70 50 09
Seymore's Hill, ...	Sandisfield, ...	1,698	42 03 28	73 06 38
Sprague's Hill, ...	Bridgewater, ...	192	42 00 18	70 58 18
Spruce Hill, ...	"	2,588	42 40 13	73 04 33
Telegraph Hill, ...	Marshfield, ...	205	42 06 54	70 42 08
Tuft's Hill, ...	New Braintree, ...	1,179	42 19 80	62 05 25
Wachusett Mountain, ...	Princeton, ...	2,018	42 29 21	71 53 34
Walnut Hill, ...	Charlemon, ...	1,888	42 39 06	72 46 52
Watatick Hill, ...	Ashburnham, ...	1,847	42 41 49	71 53 55
Winchel's Mountain, ...	Granville, ...	1,362	42 03 29	72 54 30

HEIGHTS NEAR BOSTON.

The following are from Hale's valuable "Map of Boston and its Vicinity."

	Fest.		Fest
Braintree, near the east line, . . .	205	Lynn, north-east of the hotel, . .	120
Somerville, Prospect Hill, . . .	120	Marblehead, Legg's hill, . . .	160
" Winter Hill, . . .	120	" Neck, ...	137
Chelsea, near Pulling Point, . . .	84	" north of the village, . . .	130
Cohasset, near the west line, . . .	215	Milton, Hill, ...	208
" near Nantasket Beach, . . .	175	Plymouth, near Town River Bay, .	135
" near the sea, ...	110	Quincy, near the village, . . .	210
Dedham, at Mr. White's Meeting-house, ...	405	" Great Hill, ...	94
Dover, Pine Hill, ...	400	" Squantum, ...	99
Hingham, north-west part of the town, ...	42	Salem, Spring Pond, ...	197
Hingham, Crown Point, ...	102	" west of South Fields, . . .	186
" north of the village, ...	107	" south-east part of the city, .	175
" south of the village, ...	75	" north-west part of the town, .	145
Lincoln, near the Meeting-house, .	470	Waltham, Bear Hill, ...	510
" Mount Tabor, ...	370	" near the north-east line, . .	570
Lynn, near Phillip's Point, . . .	135	Watertown, north-west corner, .	310
" near King's Beach, ...	147	West Cambridge, near the south-west line, ...	320
" north of the hotel, ...	140	Weymouth, near the west line, .	210

COMMERCE.

Statement of the Commerce of Massachusetts, from July 1st, 1844, to July 1st, 1845

VALUE OF EXPORTS.					
DOMESTIC PRODUCE.			FOREIGN PRODUCE.		
In American Vessels.	In Foreign Vessels.	Total.	In American Vessels.	In Foreign Vessels.	Total.
\$6,918,733	\$537,663	\$7,756,396	\$1,871,110	\$723,524	\$2,594,634

VALUE OF IMPORTS.

Total of Domestic and Foreign Produce.	In American Vessels.	In Foreign Vessels.	Total.
\$10,351,030	\$18,150,295	\$4,630,729	\$22,781,024

NAVIGATION.

Tonnage Cleared from Massachusetts.

AMERICAN.			FOREIGN.			TOTAL AMERICAN AND FOREIGN.		
No.	Tons.	Men and Boys.	No.	Tons.	Men and Boys.	No.	Tons.	Men and Boys.
1056	231,096	12,395	1557	122,212	7,856	2613	353,308	20,251

Tonnage Entered into Massachusetts.

AMERICAN.			FOREIGN.			TOTAL AMERICAN AND FOREIGN.		
No.	Tons.	Men and Boys.	No.	Tons.	Men and Boys.	No.	Tons.	Men and Boys.
1204	276,589	13,395	1571	118,398	9,101	2775	394,987	22,496

American and Foreign Vessels, with their Tonnage and Crews, which cleared from each District in Massachusetts.

DISTRICTS.	AMERICAN VESSELS.			FOREIGN VESSELS.			AMERICAN & FOREIGN.		
	No.	Tons.	Men and Boys.	No.	Tons.	Men and Boys.	No.	Tons.	Men and Boys.
Newburyport, .	15	2,849	135	37	1,834	133	52	4,683	268
Gloucester, .	9	1,668	81	120	5,721	394	129	7,389	475
Salem, .	86	15,539	846	68	3,752	272	154	19,291	1,118
Marblehead, .				41	1,737	144	41	1,737	144
Plymouth, .	3	368	64	8	756	39	11	1,124	103
Boston, .	781	163,107	7,225	1248	103,097	6,630	2029	266,204	13,855
Edgartown, .	11	3,409	262				11	3,409	262
New Bedford, .	141	42,619	3,660	16	3,510	151	157	46,129	3,811
Barnstable, .	1	60	3	7	390	27	8	450	30
Fall River, .	9	1,477	119	10	1,112	49	19	2,589	168
Nantucket, .				2	303	17	2	303	17
	1056	231,096	12,395	1557	122,212	7,856	2613	353,308	20,251

American and Foreign Vessels, with their Tonnage and Crews, which entered into each District in Massachusetts.

DISTRICTS.	AMERICAN VESSELS.			FOREIGN VESSELS.			TOTAL AMER. & FOR.		
	No.	Tons.	Men and Boys.	No.	Tons.	Men and Boys.	No.	Tons.	Men and Boys.
Newburyport, .	10	2,096	90	37	1,834	133	47	3,930	223
Gloucester, .	12	2,516	113	121	5,721	397	133	8,237	510
Salem, . . .	87	16,039	870	73	4,044	303	160	20,083	1,173
Marblehead, .	3	1,070	42	41	1,737	144	44	2,807	186
Plymouth, .	3	368	57	8	756	39	11	1,124	96
Boston, . .	901	207,461	8,720	1265	101,491	6,945	2166	308,952	15,665
Edgartown, .	55	11,822	676			55	55	11,822	676
New Bedford, .	106	31,415	2,600	6	950	45	112	32,365	2,645
Barnstable, .	2	254	12	8	450	29	10	704	41
Fall River, .	25	3,548	215	10	1,112	49	35	4,660	264
Nantucket, .				2	303	16	2	303	16
	1204	276,589	13,395	1571	118,398	8,100	2775	394,987	21,495

Condensed statement of the Tonnage of the several Districts in Massachusetts, with the Number and Tonnage of Vessels built.

DISTRICTS.	TONS AND NINETY-FIFTHS.				
	Registered Tonnage.	Enrolled and Licensed Tonnage.	Total Tonnage.	Total number of Vessels built.	Total Tonnage. Tons and 95ths.
Newburyport, .	16,586-32	5,396-59	21,982-91	15	5,463-53
Ipswich, . . .					
Gloucester, . .	2,380-34	14,748-82	17,129-21	16	1,000-59
Salem, . . .	18,781-31	11,181-93	29,963-29		
Marblehead, . .	1,849-31	8,121-32	9,970-63		
Boston, . . .	187,712-50	40,282-04	227,994-54	47	14,741-11
Plymouth, . .	5,568-18	8,055-74	13,623-92	10	895-37
Fall River, . .	3,004-21	5,162-54	8,166-75	2	128-52
New Bedford, .	103,428-17	8,893-20	112,321-37	5	1,701-84
Barnstable, . .	6,308-36	36,694-28	43,002-64	17	1,315-59
Edgartown, . .	7,146-94	1,126-66	8,273-65	2	376-18
Nantucket, . .	28,690-03	2,962-12	31,652-15	1	339-57
Beverly, . . .		913-53	913-53		
	381,455-82	143,539-07	524,994-89	115	25,962-50

FISHERIES.

COUNTIES.	WHALE FISHERIES.											
	Vessels employ- ed in the Whale Fishery.	Tonnage.	Galls. of Sperm Oil.	Value of Sperm Oil.	Galls. of Whale Oil.	Value of Whale Oil.	Gallons of other Oil.	Value of other Oil.	Pds. of Whale bone.	Value of Whale bone.	Capital invest- ed.	Hands employ- ed.
Suffolk, . . .	2	276	21,979	\$17,539	1,149	\$459	32,707	25,641	\$10,622	\$6,079	\$23,000	43
Essex, . . .	6	1,887	50,385	43,985	72,388	32,707	25,641				121,000	110
Middlesex, . .												
Norfolk, . . .	1	94										
Bristol, . . .	322	100,681	5,150,653	4,854,654	9,098,362	2,793,549	7,875	3,000	2,826,375	1,109,337	8,074,900	7,754
Plymouth, . .	25	4,902	209,723	194,627	177,400	56,594	15,750	7,500	45,550	14,276	359,210	541
Barnstable, . .	31	4,829	173,673	137,402	33,197	12,989	22,198	7,512	454	130	325,000	654
Dukes, . . .	15	4,487	109,435	96,625	50,225	18,565	945	120	16,000	7,360	242,800	376
Nantucket, . .	77	26,295	986,868	868,443	140,269	46,756			30,708	10,336	2,660,000	1,900
	479	143,451	6,704,716	\$6,233,276	9,572,990	\$2,961,619	72,409	\$28,754	2,937,509	\$1,147,518	\$11,805,910	11,378

Note.—The counties of Worcester, Hampshire, Hampden, Franklin, and Berkshire have no fisheries.

COUNTIES.		MACKEREL AND COD FISHERY, 1844.									
		Vessels employ- ed in the Mack- erel and Cod Fishes.	Tonnage.	Bbls. of Mack- erel.	Value of Mack- erel.	Quintals of Cod fish.	Value of Cod fish.	Value of other fish and Lob- sters.	Bushels of Salt consumed in the Mackerel and Cod Fisheries.	Capital invest- ed.	Hands employ- ed.
Barnstable,	.	269	14,353	29,407	\$207,145	84,503	\$190,267	\$2,103	136,064	\$312,708	2480
Bristol,	.	2	160			1,400	3,500	6,735	1,300	2,300	64
Dukes,	.			217	1,300	247	651	3,650			27
Essex,	.	481	23,924	30,247	234,385	175,273	374,815	83,432	230,899	587,630	3391
Middlesex,	.	3	195	65	330	2,100	5,040		2,455	3,500	22
Nantucket,	.	4	110							2,000	12
Norfolk,	.	48	2,398	8,859	56,583	3,771	9,455		13,824	47,650	422
Plymouth,	.	123	8,745	10,388	74,191	61,007	146,665	4,900	90,060	202,018	1100
Suffolk,	.	37	2,011	7,455	63,118	6,600	15,840		16,462	80,634	348
		967	51,796	86,628	\$637,052	334,901	\$746,263	\$100,822	491,064	\$1,238,640	7866

NOTE.—The counties of Worcester, Hampden, Hampshire Franklin, and Berkshire, have no fisheries.

An Abstract Return of the number of Barrels, Halves, Quarters, and Eighths of Barrels of Mackerel, inspected in Massachusetts, from December 31, 1844, to December 31, 1845.

The above return includes about six thousand barrels English Mackerel.

MANUFACTURES.

From the first settlement of the country, to the general peace in Europe in 1815, New England was emphatically a commercial country. During the long wars in Europe, when the flag of the United States was the only passport among the belligerent nations, New England ships became the carriers of almost the whole of the eastern continent. The change from war to peace, in Europe, shook this section of the country to its centre. It however stood firm. During a pause, in which conflicting interests in regard to the tariff on imports were settled for a time, the resources of the country were examined, and it was found that a large portion of the capital which had been accustomed to float on every gale, and subjected to the caprice of every nation, might profitably be employed at home, in supplying our own necessities, and placing our independence on a more sure foundation. A manufacturing spirit arose in Massachusetts, and throughout New England, whose power can only be excelled by the magnitude and grandeur of numerous streams on which it is seen to move.

The following are abstracts from the tables of certain branches of domestic industry, to which reference is made on page 320. These statistics do not present the whole amount of the domestic industry of the state in 1845, they being taken at the commencement of that year; but they unquestionably approach more closely to the desired result, than any hitherto given. At the close of the *town tables*, the aggregate amount and value of the most important agricultural and manufacturing productions of the state are presented by *counties*.

STATISTICS OF INDUSTRY.

These statistics were prepared from returns made by the assessors of the several towns, by JOHN G. PALFREY, D. D., Secretary of the Commonwealth, for the year ending April 1st, 1845, as required by law.

BARNSTABLE COUNTY.

BARNSTABLE.

There were eight vessels employed in the cod and mackerel fisheries; value of fish taken, \$15,800. Value of salt manufactured, \$5,250. The manufactures of saddles, harnesses, trunks, chairs, cabinet and tin wares, leather, boots, shoes, boats, blocks, pumps, and bricks, railroad, and other carriages, amounted to \$13,725. Fruit raised, 2,746 bushels. Hay, 2,980 tons.

BREWSTER.

The manufactures of paper, salt, tin ware, leather, boots, shoes, and blacking, amounted to \$15,260. There were 4 vessels employed in the cod and mackerel fisheries; value of fares, \$5,400. Hay cut, 525 tons.

CHATHAM.

Thirteen vessels engaged in the fisheries; value of fish taken, \$19,000.

Value of salt, boats, boots, and shoes, made, \$4,550. Hay, 850 tons.

DENNIS.

In this town were seven forges, 85 establishments for making salt, and 32 vessels employed in the cod and mackerel fisheries. The value of common and Epsom salt manufactured, was \$10,650, and of fish taken, \$56,715. Here are manufactures of cod fish oil, boots, shoes, and large quantities of lamp-black. Many shad and alewives are taken at this place. Fruit raised, 203 bushels.

EASTHAM.

There were 35 salt works in this town, which made 17,320 bushels of salt, worth \$4,330; 5 vessels employed in the fisheries, and manufactures of boots and palm-leaf hats. The value of fish taken was \$10,000. Hay, 682 tons.

FALMOUTH.

Two woollen mills, with three sets of machinery; value of satin and flannel manufactured, \$25,000. Here were 5 vessels employed in the whale fishery, and two in the cod and mackerel fishing; value of the whale and other fishery in one year, \$69,177. The value of leather, tin ware, boots, shoes, saddle, harness, trunks, boats, oil casks, and candle-boxes, was \$8,284. The value of oil and candles manufactured, was \$30,222. Hay, 1,000 tons.

HARWICH.

The manufactures of this town consisted of cotton yarn and batting, woollen goods, salt, leather, boots, shoes, wearing apparel, sails, blacking, &c., \$9,900. There were 22 vessels employed in the cod and mackerel fishery; value of fares, \$32,305.

ORLEANS.

Here were 46 establishments for making salt, and nine vessels employed in the cod and mackerel fishing.

Value of salt, \$4,368; value of fish, \$13,000. There were manufactures of carriages, tin-ware, boots, shoes, palm-leaf hats, boats, &c. Hay cut, 1,000 tons.

PROVINCETOWN.

There were in this town, 26 vessels employed in the whale fishery, and 50 in the cod and mackerel fishery; and 70 establishments for the manufacture of salt. The product of the fishery was \$156,984. Value of salt made, \$6,500. There were manufactures of oil and sperm candles, boots, shoes, blocks, pumps, fishing boats, &c.

SANDWICH.

Here were two glass manufactories, with a capital of \$300,000, employing 316 hands, and manufacturing \$350,000 value of glass annually. Also a furnace for manufacturing hollow-ware and castings; value, \$18,000. Manufactures of axes, saddles, trunks, harnesses, chairs, cabinet and tin-ware, boots, shoes, bricks, vessels, casks, granite, &c. Fruit raised, 280 bushels. Hay, 2,689 tons.

TRURO.

There were 25 establishments for making salt in this town, and forty vessels employed in the cod and mackerel fishery, and manufactures of palm-leaf hats, fish oil, &c. Value of fish taken, \$63,987. Value of salt made, \$3,224. Fruit raised, 620 bushels. Hay, 653 tons.

WELLFLEET.

Sixty vessels belonging to this town were engaged in the fisheries, and there were 28 salt works or salt manufactories in the town. Value of fish, \$71,500; value of salt, \$1,680. The manufactures of leather, boots and shoes, amounted to \$3,250. Fruit, 1000 bushels. Hay, 850 tons.

YARMOUTH.

Twenty-four vessels belonged to this town employed in the mackerel and

cod fisheries; and here were manufactures of common, and Epsom salts, chairs, tin and cabinet-ware, cordage, saddles, trunks, harnesses, boots, shoes, &c. Value of the fisheries, \$34,060. Hay cut, 1,025 tons.

BERKSHIRE COUNTY.

ADAMS.

In this town were 14 cotton and 3 woollen mills; 2 calico manufactories, 2 furnaces, and manufactures of ploughs, saddles, harnesses, trunks, railroad cars, soap, candles, chairs, tin and cabinet-ware, leather, boots, shoes, bricks, marble, lime, &c. Value of printing cloth, &c., \$270,274. Value of cassimeres, satinets, and Kentucky jeans, \$299,500; and of calico printing, (in part,) \$50,612. Value of fruit, \$1,248. Hay, 4,284 tons.

ALFORD.

Large quantities of lumber and pine wood are prepared for market in Alford, and some boots and shoes manufactured. Hay, 1,157 tons.

BECKET.

Some manufactures of leather and other articles. Value of butter and cheese, \$5,856. See page 32.

CHESHIRE.

There were in this town a cotton mill, with 936 spindles, and some manufactures of leather. 343,000 pounds of cheese were made here in 1844, and 14,100 pounds of butter; value of both, \$16,845. See page 126.

CLARKSBURG.

See page 129.

DALTON.

Two woollen mills, three paper mills, and manufactures of chairs, cabinet and tin-ware, leather, boots, shoes, bricks, lime, lumber, &c. Value of broadcloth and satinnet manufactured, \$100,000; value of paper, \$85,000. Hay, 1,359 tons.

EGREMONT.

Railroad cars and other carriages, chairs, cabinet-ware, boots, shoes, &c. Fruit, 10,675 bushels.

FLORIDA.

See page 152.

GREAT BARRINGTON.

In this town were 4 cotton mills, with 6,884 spindles, and 2 woollen mills, with six sets of machinery; also a forge, an axe manufactory, and establishments for making chronometers, watches, gold and silver ware, jewelry, saddles, harnesses, trunks, hats, caps, cordage, railroad cars, and other carriages, chairs, cabinet, and tin-ware, leather, boots, shoes, bricks, lime, lumber, marble, last and boot-trees, a flouring mill, and a gin distillery. Value of shirtings, printing cloths, cassimeres, and satinnet manufactured, \$175,000. Hay, 5,595 tons.

HANCOCK.

Two woollen mills, with two sets of machinery; a furnace, and manufactures of hollow ware and castings, cordage, leather, boots, shoes, woodenware, and brooms. Value of satinnet made, \$13,200. Hay, 1,015 tons.

HINSDALE.

One woollen mill, with two sets of machinery, and manufactures of shovels, spades, hoes, forks, hats, caps, chairs, cabinet-ware, leather, boots, shoes, palm-leaf hats, lime, lumber, &c. Value of leather, \$15,000. Fruit raised, 4,578 bushels. Hay cut, 3,625 tons. Value of butter and cheese, \$3,205.

LANESBOROUGH.

Value of marble and lime prepared for market, \$11,150. Value of wool, \$13,036. Maple sugar, 17,745 pounds. Fruit, 5,779 bushels. Hay, 3,651 tons.

LEE.

There were 11 paper mills in Lee, 2 of which manufacture wrapping paper. 1 cotton mill with 1000 spindles, 1 woollen mill, with 2 sets of machinery; also a powder mill, and manufactures of bar iron, anchors, and other articles of wrought iron; hollow-ware and castings, cotton, woollen, and other machinery, axes, shovels, spades, forks, hoes, saddles, harnesses, trunks, railroad cars, and other carriages, chairs, cabinet and tin-wares, leather, boots, shoes, bricks, lime, lumber, &c., &c. Fruit, 4,810 bushels.

LENOX.

The value of pig iron manufactured was \$45,000. Here were manufactures of boots, shoes, leather, saddles, harnesses, trunks, tin-ware, bricks, marble, lime, lumber, &c. The value of mineral and iron ore mined, was \$4,594. Fruit, 11,127 bushels. Hay, 1,675 tons.

MOUNT WASHINGTON.

Manufactures of iron casting, shovels, spades, forks, hoes, and lumber. The value of hay, grain, fruit, and vegetables raised in this town, was \$9,609. Fruit, 1,517 bushels; honey, 1,100 pounds. Hay cut, 706 tons.

NEW ASHFORD.

See page 210.

NEW MARLBOROUGH.

There were 3 paper mills in this town, a powder mill, and manufactures of hollow ware and castings, axes, ploughs, saddles, harnesses, trunks, hats, caps, leather, boots, shoes, palm-leaf hats, bricks, lime, lumber, &c. The value of paper manufactured,

was \$28,160. Maple sugar made 19,070 pounds. Fruit, 11,168 bushels. Hay cut, 5,433 tons.

OTIS.

There were 2 forges in this town, and manufactures of bar iron, anchors, and other articles of wrought iron, to the value of \$16,500; also manufactures of axes, hoes, clocks, chairs, cabinet-ware, flour, leather, boots, shoes, cheese boxes, maple sugar, &c. Fruit, 4,754 bushels. Hay cut, 2,295 tons.

PERU.

See page 232. Value of wool grown, \$20,662. Bushels of grain raised, 4,009; hay cut, 2,460 tons.

PITTSFIELD.

There were in this town 6 woollen mills, with 15 sets of machinery; 2 cotton mills, with 2,056 spindles; 4 furnaces for hollow ware and other castings. Manufactures of cotton, woollen, and other machinery; musical instruments, hats, caps, saddles, harnesses, trunks, railroad cars, and other carriages; soap, candles, chairs, tin and cabinet-wares, combs, leather, boots, shoes, blocks, pumps, mechanics' tools, bricks, building stone, marble, lime, wooden-ware, corn and other brooms, &c. There were also 2 establishments for the manufacture of muskets, rifles, fowling pieces, &c. The value of sheetings and other cotton goods manufactured, amounted to \$40,188; of woollen goods, \$251,113; of iron-ware, \$24,075; of machinery, \$27,650; of carriages, \$16,050; of fire-arms, \$23,100. Maple sugar, 14,400 pounds; fruit, 3,614 bushels. Hay cut, 6,700 tons; value, \$46,900.

RICHMOND.

The value of pig iron manufactured in this town, was \$22,981. There were also manufactures of leather, boots, shoes, hoes, forks, brooms, lime, &c. The value of iron ore mined, was \$6,875. Value of butter and cheese, \$3,011. Hay, 2,269 tons.

SANDSFIELD.

Here was one woollen mill ; value of broadcloth and satinnet manufactured, \$14,000. There were also manufactures of flour, railroad cars, and other carriages, chairs, and cabinet-ware, leather, boots, shoes, bricks, building stone, lumber, &c. Value of woodenware, \$16,699. Value of butter and cheese, \$18,352; value of maple sugar, \$10,239. Fruit, 24,156 bushels. Hay, 4,181 tons.

SAVOY.

The value of leather tanned in this town, amounted to \$18,000. The value of lumber and fire wood prepared, was \$4,200. There were 1,844 bushels of fruit raised ; 24,710 pounds of butter, 70,540 pounds of cheese, and 5,870 pounds of maple sugar made, and 2,700 tons of hay cut.

SHEFFIELD.

The value of flour manufactured was \$7,000. There were 7,184 tons of hay grown. There were also manufactures of chronometers, watches, gold and silver ware, jewelry, ploughs, saddles, harnesses, trunks, hats, caps, cars, and other carriages, chairs, cabinet-ware, leather, boots, shoes, lime, whisky, &c. Value of marble quarried, \$25,600. Fruit, 33,023 bushels.

STOCKBRIDGE.

There were in this town a cotton mill, with 3,550 spindles ; a woollen mill, with six sets of machinery ; 2 furnaces, and manufactures of pig iron, hollow ware, castings, trunks, saddles, harnesses, wagons, sleighs, chairs, cabinet-ware, leather, boots, shoes, bricks, lime, lumber, &c. Value of cotton cloth, \$40,250 ; of satinnet, \$143,000 ; of pig iron, \$53,480 ; of chairs and cabinet-ware, \$10,500. Fruit, 11,228 bushels. Teazles, 735,000 ; value, \$735. Hay, 3,400 tons. There were raised in this town, 14,780 bushels of oats ; 11,842 bushels of other grain, and 11,100 bushels of vegetables.

TYRINGHAM.

Here were 2 cotton mills, (just commenced,) a woollen mill, 3 paper mills, and manufactures of shovels, spades, forks, hoes, chairs, cabinet-ware, combs, leather, boots, shoes, straw hats and bonnets, woodenware, corn and other brooms, lumber ; 100,000 bushels of charcoal, garden seeds, maple sugar, &c. Hay, 3,000 tons.

WASHINGTON.

The value of lumber prepared here, was \$11,652 ; of fire wood, (7,448 cords,) \$14,896 ; of charcoal, \$6,250. Hay, 2,332 tons.

WEST STOCKBRIDGE.

There were in this place a rolling mill, a forge, a flouring mill, and manufactures of nails and nail machines, bar iron, musical instruments, harnesses, saddles, trunks, cars, and other carriages, chairs, tin and cabinet-ware, lime, lumber, &c. The value of iron ore mined, was \$10,200 ; the value of marble quarried and prepared, \$29,224. Fruit, 4,842 bushels. Hay cut, 2,031 tons.

WILLIAMSTOWN.

The two cotton mills in this town, with 2,300 spindles, produced printing cloth, cotton yarn, and batting, to the amount of \$35,911. The woollen mill made \$10,400 worth of satinnet. There were also manufactures in the town of cars and other carriages, saddles, harnesses, trunks, chairs, tin, and cabinet-ware ; leather, boots, shoes, bricks, brooms, lumber, and, among other agricultural products, 4,416 tons of hay, 36,515 pounds of butter, and 132,095 pounds of cheese.

WINDSOR.

Manufactures of chairs, cabinet ware, boots, shoes, palm-leaf hats, lime, lumber, &c. Value of fruit, \$1,380 ; of butter and cheese, \$7,779. Hay cut, 3,541 tons.

BRISTOL COUNTY.

ATTLEBOROUGH.

There were 7 cotton mills in this town, a calico printing establishment, a brass foundry, a furnace, and manufactures of metal buttons, clocks, chronometers, gold and silver-ware, cars and other carriages, tin-ware, combs, leather, boots, shoes, straw hats and bonnets, snuff, whips, pumps and blocks, boats, bricks, saddles, harnesses, trunks, hooks and eyes, shuttles, thread spools, paper, and wooden boxes, spectacles, glass steps, black glass buttons, medals, weavers' reeds, &c., &c. The value of printed cloths, shirtings, and cotton thread, was \$415,257; of metal buttons, \$41,000; of clocks, chronometers, gold and silver ware, \$90,950; of straw hats and bonnets, \$18,955; of books and eyes, \$20,222. Fruit, 9,866 bushels. Hay cut, 2,111 tons. -

BERKLEY.

The value of the shad and alewife fishing, was \$4,735. Manufactures of boots, shoes, straw bonnets, bricks, &c. Fruit, 2,591 bushels. Hay, 629 tons.

DARTMOUTH.

Here were 13 vessels employed in the whale fishery; value of product, \$188,000; product of the cod and mackerel fishery, \$3,500; product of 7 salt manufactories, \$2,960. Here were also manufactures of linseed oil, leather, boots, shoes, boats, &c. 250 barrels of Menhaden oil was made; and 75,550 gallons of milk were sold for \$9,500. Fruit, 8,500 bushels.

DIGHTON.

Two cotton mills; value of printing cloth, nankeen cotton cloth, and cotton batting, \$72,340. A furnace, and manufactures of hollow-ware and iron castings; axes, boots, shoes, nail axes, &c. Shad taken, 253,500; value, \$2,000. Hay cut, 998 tons.

EASTON.

Five cotton mills, for the manufacture of printing cloth, yarn, thread, batting, cord, twine, and wicking. 2 furnaces for making hollow-ware and castings. Manufactures of cutlery, tacks, brads, shovels, spades, hoes, saddles, harnesses, trunks, cars, and other carriages, boots, shoes, straw bonnets, and hats. Mathematical instruments, boxes, &c. Fruit raised, 10,155 bushels. Hay, 1,423 tons.

FAIR HAVEN.

See page 147.

FALL RIVER.

See page 150.

FREETOWN.

At this place were 2 rolling, slitting, and nail mills, and manufactures of axes, hoes, shovels, spades, forks, saddles, harnesses, trunks, chairs, cabinet-ware, leather, boots, shoes, &c., and 2 vessels employed in the whale fishery. Hay cut, 837 tons.

MANSFIELD.

This place had one woollen and 6 cotton mills; two forges, and manufactures of cutlery, tacks, brads, cars, and other carriages, tin-ware, boots shoes, straw hats and bonnets, saddles, harnesses, trunks, bar iron, and anchors, baskets, &c. Fruit, 1,470 bushels. Hay cut, 694 tons.

NEW BEDFORD.

See page 211.

NORTON.

Four cotton mills, making cotton cloth, yarn, batting, pelisse wadding, &c. 1 furnace making hollow-ware and castings, to the amount of \$35,000. 1 manufactory of copper, work

ing 750 tons of copper annually, valued at \$316,000. There were also manufactures of soap, candles, leather, boots, shoes, building and monumental stones. Fruit, 2,319 bushels.

PAWTUCKET.

This place had 6 cotton mills, with 17,500 spindles, and 1 calico manufactory. The goods manufactured were sheetings, shirtings, cambrics, prints, &c. Here was a large manufactory of cotton and woollen machinery, and of coaches, and other carriages

RAYNHAM.

A forge, a furnace, and a rolling and slitting mill. Manufactures of nails and nail machines, bar iron, anchors, hollow-ware, castings, shovels, spades, forks, hoes, leather, boots, shoes, straw hats and bonnets, bricks, lumber, &c. Value of iron work produced, \$256,500. Hay, 905 tons.

REHOBOTH.

One cotton mill, producing \$16,500 value of printing cloth. Also manufactures of cotton batting, ploughs, shoes, straw bonnets, whips, mechanics' tools, wooden ware, sashes, blinds, globes, cotton twine, &c. Fruit, 15,000 bushels. Hay cut, 1,955 tons.

SEEKONK.

Here were 5 cotton mills, for the manufacture of printing cloth; value manufactured, \$56,000. Also manufactures of cars, and other carriages, saddles, trunks, harnesses, leather, boots, shoes, hames, mechanics' tools,

tobacco, snuff, and cigars. Hay, 1,972 tons.

SOMERSET.

Here were two vessels employed in the whale fishery; and manufactures of cars, and other carriages, stone-ware, black lead crucibles, boots, shoes, &c. Fruit, 5,344 bushels.

SWANZEY.

One cotton mill, one paper mill, and manufactures of cars, and other carriages, leather, shoes, and bricks. Value of vessels and boats built, \$30,100. Value of fruit, \$2,326.

TAUNTON.

At this place were 5 cotton mills, a woollen mill, a paper mill, and manufactures of cotton cloth, cotton flannel, cassimeres, paper, nails, hollow-ware, and iron castings, axes, tacks, brads, cotton, woollen, and other machinery, Britannia-ware, cars, and other carriages, saddles, harnesses, trunks, soap, tin-ware, leather, boots, shoes, straw hats and bonnets, yarn, kersey, fine bricks, knobs, nail casks, vessels, boats, bricks, cigars, mechanics' tools, wooden-ware, &c. Value of fruit, \$2,054. Hay cut, 2,423 tons.

WESTPORT.

Eleven vessels employed in the whale fishery; a cotton mill, and manufactures of axes, spades, forks, shovels, hoes, salt, cars, and other carriages, leather, boots, shoes, straw hats and bonnets, blocks, pumps, wooden-ware, oil casks, truss hoops, ship scrapes, &c. Fruit, 14,947 bushels, value, \$3,737. Hay, 1,757 tons.

DUKES COUNTY.**CHILMARK.**

The value of mackerel and cod fish taken, was \$1,951; of butter and cheese made, \$2,822. Hay cut, 944 tons.

EDGARTOWN.

There were 11 vessels belonging to this place, engaged in the whaling business, and manufactures of oil and

sperm candles, salt, tin-ware, hats, caps, boots, shoes, blocks, pumps, boats, and oil casks. Large quantities of herring are taken here, the value of which in 1844, was \$3,400. There were 6,367 bushels of grain raised, and 9,699 bushels of vegetables. Hay cut, 576 tons.

TREBURY.

The value of vessels and boats built here was \$3,735. There are four vessels in the whaling business, and manufactures of tin, leather, boots, shoes, oil casks, and domestic clothing. Fruit 1,200 bushels. Hay cut, 525 tons.

ESSEX COUNTY.

AMESBURY.

Three woollen mills, with 19 sets of machinery, manufacturing cassimeres, satinets, tweeds, Kentucky jeans, and flannels, valued at \$153,750. There were also manufactures of carriages to the amount of \$66,100; leather, boots and shoes, to a large amount; tin ware, hats, caps, saddles, harnesses, combs, bricks, vessels, carriage springs and bows, potter's ware, horse collars, &c. Fruit, 19,668 bushels. Hay cut, 1,673 tons.

ANDOVER.

See page 26. Fruit raised, 15,426 bushels. Hay cut, 4,826 tons.

BEVERLY.

Forty-six vessels employed in the cod and mackerel fisheries; value of fares, \$67,533. Eight forges, manufacturing anchors, cables, and other articles of wrought iron. Also, manufactures of cordage, hats, caps, cars, and other carriages, soap, candles, tin-ware, leather, boots, shoes, bricks, blocks, pumps, boats, &c. Value of fruit, \$2,250. Hay cut, 2,364 tons.

BOXFORD.

Manufactures of cars, and other carriages, cotton yarn, boots, shoes, lumber, &c. Fruit, 27,584 bushels.

BRADFORD.

Value of fruit, \$3,683. See page 110.

DANVERS.

Value of beef and pork sold for market, \$150,000; value of fruit raised, \$15,177. Milk sold, 47,452 gallons. Hay cut, 3,097 tons. See page 132.

ESSEX.

There were 28 vessels launched, and 10 boats built, valued at \$51,750. Eight forges, producing bar-iron, anchors, chain cables, &c. Manufactures of cordage, saddles, harnesses, trunks, cars, and other carriages, leather, boots, shoes, pumps, blocks, &c. There were 27 vessels employed in the cod and mackerel fisheries. Value of clams dug, (1,600 bushels,) \$8,000. Fruit, 11,495 bushels. Hay, 1,744 tons.

GEORGETOWN.

There were manufactured in this town, 26,260 pairs of boots, and 381,820 pairs of shoes, the whole valued at \$306,198, employing 419 males, and 237 females. The other manufactures in the town consist of saddles, harnesses, trunks, carriages, and tin-ware. There are in the town 11 tanneries. Value of fruit raised, \$4,873. Hay cut, 1,289 tons.

GLOUCESTER.

The value of grain, hay, fruit, vegetables, butter, and cheese in this town, in one year, amounted to \$33,263. Value of halibut and hake taken, \$43,882. There were in the town, 192 horses, 839 neat cattle, and 16,478 swine. See page 158.

HAMILTON.

One woollen mill, with five sets of machinery; also manufactures of boots, shoes, &c. Fruit raised, 21,266 bushels. Hay cut, 1,493 tons.

HAVERHILL.

One woollen mill, with five sets of machinery, for manufacturing flannel, or blanketing; value, \$87,500. Also, 19 forges, and manufactures of bar iron, anchors, tacks, awls, silver-ware, musical instruments, upholstery, trunks, saddles, harnesses, hats, carriages, soap, chairs, tin and cabinet-ware, combs, leather, boots, shoes, bricks, lasts, machines for cutting sole leather, &c. Fruit, 29,246 bushels, value \$4,648. Hay, 2,896 tons.

IPSWICH.

One cotton mill, with 2,576 spindles, five manufactories of hosiery; value of printed goods and hosiery, \$52,840. Also, manufactures of upholstery, cars and other carriages, soap, candles, chairs, cabinet-ware, leather, boots, shoes, bricks, barrels, shaving soap, veneers, &c. Value of clams dug for bait, \$9,000. Fruit, 16,382 bushels. Hay cut, 3,770 tons.

LYNN.

There were two vessels employed in the whaling business, and 16 in the cod and mackerel fisheries. The manufacture of calico amounted to \$70,000. There are also manufactures of chocolate, chairs, cabinet and tin-ware, fire arms, soap, candles, hats, caps, carriages, butts and hinges, glue, bricks, snuff, tobacco, cigars, blocks, pumps, lasts, confectionary, paper hangings, silk, cotton and woollen dyeing; sashes, blinds, India rubber shoes, &c., &c. The value of morocco manufactured, \$34,000; of fresh fish taken, \$13,950. Fruit, 8,186 bushels. Hay, 1,250 tons. See page 191.

LYNNFIELD.

A woollen mill, with one set of machinery; and manufactures of shoes, cars and other carriages, lumber, &c.

Value of shoes, \$23,717. Hay, 714 tons.

MANCHESTER.

Eighteen vessels employed in the cod and mackerel fisheries; value of fares, \$21,435. Manufactures of upholstery, chairs, cabinet-ware, boots shoes, bricks, ships' wheels, &c.

MARBLEHEAD.

This town produced in one year 1500 bushels of grain, 550 tons of hay, 17,525 bushels of vegetables, 2,000 bushels of fruit, and 1,295 pounds of butter. See page 194.

METHUEN.

Here were two cotton mills, with 4,400 spindles, a paper mill, and manufactures of chairs, tin and cabinet-ware, hats, caps, trunks, saddles, harnesses, cars and other carriages, soap, candles, shoes, bricks, &c. Value of duck and ticking, \$104,000. Value of shoes, \$108,715. Value of paper manufactured, \$20,000. Fruit raised, 33,395 bushels. Hay, 2,150 tons.

MIDDLETON.

The value of paper manufactured here was \$20,592. Value of shoes made, \$35,647; bushels of fruit raised, 7,949. Hay cut, 946 tons.

NEWBURY.

Belonging to this town were 18 vessels employed in the cod and mackerel fisheries; value of fares, \$26,000. There were twelve vessels launched, and eight boats built, valued at \$227,500. There were manufactures in the town of leather, boots, shoes, saddles, harnesses, trunks, glue, bricks, tobacco, &c. Value of boots and shoes, \$29,305. Fruit, 41,497 bushels. Hay cut, 4,623 tons.

NEWBURYPORT.

There were 22 forges in this town, a furnace, and establishments for the manufacture of cotton and woollen machinery, fire engines, musical instruments, chronometers, watches,

gold and silver ware, jewelry, upholstery, hats, caps, saddles, harnesses, trunks, cordage, cars and other carriages, soap, candles, chairs, tin and cabinet-wares, leather, boots, shoes, straw bonnets, snuff, &c., blocks, mechanics' tools, boats, wooden-ware, &c. The number of vessels employed in the cod and mackerel fishery was 57; value of fares, \$100,322. On this little spot of ground, 10,500 bushels of fruit were raised, valued at \$4,250. Since our statistics on page 215 were returned, companies, with large capitals, have been formed for bleaching, and other manufacturing purposes; and for supplying this contemplated city with an abundant supply of soft and pure water from the celebrated Bartlet Springs, in Newbury.

ROCKPORT.

There were 69 vessels employed here in the mackerel and cod fishery; value of fares, \$32,760. There were manufactures of boots, shoes, straw bonnets and hats, isinglass, &c. The value of building stone quarried and prepared, was \$90,000, employing 250 hands. Hay cut, 750 tons.

ROWLEY.

In this town were a forge, five tanneries, and manufactures of boots and shoes to the amount of \$69,660. 18,543 bushels of fruit were raised. Hay cut, 1,774 tons.

SALEM.

The manufactures of Salem consisted of gold, silver, and brass wares, chemical preparations, chronometers, watches, saddles, harnesses, trunks, upholstery, cordage, cars and other carriages, lead, oil, sperm and tallow candles, chairs, tin and cabinet-wares, white lead, gums, leather, boots, shoes, knives, tobacco, &c.; blocks, pumps, lines, twine, &c. The value of leather tanned was \$642,671; of boots and shoes made, \$209,779; of chemicals, \$66,380; of cordage, \$62,000. There were four whale ships belonging to this place, and three cod and mackerel vessels. The value of

grain, hay, fruit, and vegetables raised in Salem in 1844, was \$32,791

SALISBURY.

There were two woollen mills in this town, with 34 sets of machinery, making cassimeres, flannels, and other woollen goods, to the amount of \$404,000. (One fifth of this concern belongs in Amesbury.) There are also manufactures of axes, &c., tacks, &c., saddles, &c., cars and other carriages, soap, candles, chairs, tin and cabinet-wares, combs, glue, leather to a large amount, boots, shoes, and mechanics' tools. There were two vessels launched, and 310 boats built. Five vessels were employed in the cod and mackerel fishery, and 19,679 bushels of fruit grown. Hay cut, 2,390 tons. Corn raised, 5,749 bushels.

SAUGUS.

One woollen mill, with three sets of machinery, manufacturing flannels to the amount of \$56,250. There were also manufactures of cars and other carriages, leather, boots, shoes, bricks, tobacco, &c., mills for grinding spices, coffee, cocoa, &c. The value of boots and shoes made, was \$94,240.

TOPSFIELD.

The value of boots and shoes made in this town was \$126,983, employing 133 hands. Value of fruit, \$2,414.

WENHAM.

Cars and other carriages were manufactured in this town; and boots and shoes to the value of \$109,550. Fruit, 14,508 bushels, valued at \$2,308. Hay cut, 911 tons.

WEST NEWBURY.

The manufactures of this town consisted of cars and other carriages, combs, leather, saddles, harnesses, trunks, and boots and shoes to the amount of \$33,000. Fruit grown, 31,843 bushels, valued at \$7,961. Hay, 2,039 tons.

FRANKLIN COUNTY.

ASHFIELD.

There were three tanneries in this town, and manufactures of palm-leaf hats, essences, patent medicines, linen bosoms and collars. There were 21,402 pounds of merino wool produced, and 59,981 pounds of maple sugar made. Value of hemlock bark prepared, \$4,500. Hay cut, 3,799 tons.

BERNARDSTON.

Here were some manufactures of boots, shoes, straw bonnets, scythes, snaiths, lumber, charcoal, &c., and 5,000 pounds of maple sugar was produced. Value of product of farms, \$23,575.

BUCKLAND.

Some carriages were made here, and some wooden-ware. Value of fruit, \$558. Hay cut, 990 tons.

CHARLEMONT.

The manufactures of this town consisted of hollow-ware, iron castings, shovels, spades, forks, hoes, saddles, harnesses, trunks, carriages, leather, boots, shoes, palm-leaf hats, scythes, snaiths, raw silk, &c. Hay cut, 2,386 tons.

COLERAINE.

This place had three cotton mills, with 6,900 spindles; the value of cotton cloth manufactured, was \$84,000. Also, two furnaces for the manufacture of hollow-ware and castings, saddlery, trunks, chairs, cabinet-ware, leather, boots, shoes, palm-leaf hats, bricks, mechanics' tools, wooden-ware, lumber, doors, blinds, &c. Fruit raised, 15,000 bushels; maple sugar produced, 34,760 lbs. Hay cut, 4,154 tons.

CONWAY.

There were two cotton mills in this town, with 2,416 spindles; one woollen mill, with two sets of machinery,

and two flouring mills. The value of printing cloth, sheetings, cotton yarn, and batting, was \$27,431; value of woollen goods, \$56,000; value of flour manufactured, \$9,333. There were also manufactures of ploughs, saddlery, trunks, hats, caps, carriages, chairs, cabinet-ware, combs, leather, boots, shoes, palm-leaf hats, bricks, wooden ware, &c. 40,000 pounds of maple sugar was made. Fruit grown, 3,219 bushels. Hay cut, 3,398 tons.

DEERFIELD.

The amount of cutlery manufactured in this town was \$60,000. There were also manufactures of ploughs, coaches, and other carriages, lead, leather, boots, shoes, straw braid, palm-leaf hats, wooden-ware, corn brooms, tobacco, raw silk, teasels, and 5,800 pounds of maple sugar. Fruit, 12,093 bushels. Hay, 4,195 tons.

ERVING.

One woollen mill, one tannery, and manufactures of palm-leaf hats, and various kinds of lumber prepared for use. Hay cut, 259 tons.

GILL.

The manufactures of Gill consisted of leather, boots, shoes, carriages, hats, caps, corn and other brooms; 400 pounds of tobacco were raised, and 5,954 bushels of fruit produced.

GREENFIELD.

In this town was one woollen mill, with five sets of machinery, manufacturing cassimeres to the amount of \$130,000. Also, manufactures of hollow-ware and iron castings, saddlery and trunks, chairs, cabinet-ware, cars and other carriages, tin-ware, leather, boots, shoes, bricks, mechanics' tools, &c. Fruit, 4,000 bushels; tobacco, 1,500 pounds. Hay, 2,681 tons.

HAWLEY.

Manufactures of leather, boots, shoes, and palm-leaf hats. Fruit raised, 10,539 bushels; maple sugar, 30,253 pounds. Hay cut, 1,381 tons.

HEATH.

Manufactures of chairs, leather, palm-leaf hats. Fruit, 8,893 bushels; maple sugar, 16,080 pounds. Hay, 1,984 tons.

LEVERETT.

One woollen mill, and manufactures of leather, boots, shoes, scythes, and scythe snaths, hoes, carriages, palm-leaf hats, blocks and pumps, wooden-ware, brooms, &c. Value of charcoal, \$1,200; of lumber, \$5,890.

LEYDEN.

Value of agricultural productions, \$21,217.

MONROE.

Value of agricultural productions, \$9,464.

MONTAGUE.

In this place were manufactures of musical instruments, saddlery, trunks, hats, caps, carriages, leather, boots, shoes, palm-leaf hats, bricks, mechanics' tools, wooden-ware, corn and other brooms, confectionary, matches, &c. Tobacco raised, 1,000 lbs. Hay, 1,440 tons.

NEW SALEM.

Manufactures of leather, boots, shoes, saddles, harnesses, trunks, straw braid, bricks, lumber, &c. Fruit raised, 7,125 bushels. Hay, 1,131 tons.

NORTHFIELD.

Here were manufactures of carriages, chairs, tin and cabinet-wares, ploughs, saddles, harnesses, trunks, leather, boots, shoes, straw bonnets and hats, bricks, corn and other brooms,

doors, sashes, blinds, &c. Value of broom brush raised, \$4,325. Fruit raised, 4,000 bushels. Hay cut, 2,355 tons.

ORANGE.

Manufactures of iron castings and hollow ware; cotton, woollen, and other machinery, agricultural tools, saddles, harnesses, trunks, carriages, leather, boots, shoes, straw braid, palm-leaf hats, wooden-ware, and 19,000 pounds of maple sugar. Fruit raised, 60,275 bushels. Hay cut, 2,380 tons.

ROWE.

One woollen mill; value of satinnet manufactured, \$23,375; also manufactures of leather, boots, shoes, chairs, cabinet-ware, palm-leaf hats, wooden-ware, and 23,000 pounds of maple sugar. Hay cut, 2,100 tons.

SHELburne.

This place had two woollen mills, which manufactured \$11,000 worth of satinnet. Also, manufactures of scythes, axes, farming tools, gimlets, carriages, chairs, cabinet-ware, leather, boots, shoes, palm-leaf hats, wooden-ware, &c. The value of scythe snaths, manufactured, amounted to \$60,000; quantity of maple sugar, 27,260 pounds; of fruit, 11,895 bushels. Hay, 2,803 tons.

SHUTESBURY.

Cars and other vehicles, chairs, cabinet-ware, boots, shoes, straw braid, palm-leaf hats, corn and other brooms large quantities of lumber, washing machines, felloes, &c. Hay, 881 tons

SUNDERLAND.

Boots, shoes, chairs, cabinet-ware, palm-leaf hats, bricks, blacking, &c. Value of corn and other brooms, \$12,000; value of butter and cheese, \$4,145; maple sugar, 14,500 pounds. Value of lumber and railroad ties, \$3,730. The value of hay, grain, and other products of farms, \$23,518.

WARWICK.

Three tanneries; manufactures of boots, shoes, glue, gums, axes, and other edge tools, palm-leaf hats, lumber, maple sugar, &c. Hay, 1,086 tons.

WENDELL.

Manufactures of railroad cars and other vehicles, chairs, cabinet-ware, boots, shoes, straw braid, palm-leaf hats, wooden-ware, &c. The quantity of lumber prepared was 1,258,000

feet, valued at \$9,000. Hay, 1,154 tons.

WHATELY.

There were three woollen mills in this town; value of satinet, flannel, and Kentucky jeans manufactured, \$23,300. Also manufactures of cutlery, carriages, leather, boots, shoes, palm-leaf hats, bricks, corn and other brooms, boots, stone and brown ware, teazels, pocket books and wallets, &c. The value of broom brush raised, was \$4,008—66,800 pounds. Hay, 2,095 tons.

HAMPDEN COUNTY.

BLANDFORD.

There was in this town one woollen mill, with two sets of machinery, making 12,000 yards of broadcloth, valued at \$13,000. One paper mill, for wrapping paper, and three tanneries, making \$12,000 value of leather. Quantity of butter made, 53,155 pounds; of cheese made, 192,025 pounds. Value of both, \$12,997. Hay, 4,085 tons.

BRIMFIELD.

One cotton mill, with 1,338 spindles, and manufactures of cutlery, leather, boots, shoes, saddlery, trunks, coaches, and other carriages, palm-leaf hats, copper pumps, cider brandy, bricks, lumber, &c. The value of cotton sheetings manufactured, was \$15,000; of boots and shoes, \$22,892; hay, \$22,666.

CHESTER.

One cotton mill, with 1,500 spindles; value of cotton cloth, \$13,500. Manufactures of cabinet-ware, chairs, leather, boots, shoes, mechanics' tools, wooden-ware, shoe pegs, &c. Hay, 2,745 tons.

GRANVILLE.

Here were manufactures of chronometers, watches, gold and silver ware, jewelry, ploughs, powder kegs, maple sugar, and large quantities of butter and cheese. Hay, 2,895 tons.

HOLLAND.

Manufactures of carriages, palm-leaf hats, bricks, lumber, &c. Hay, 561 tons.

LONG MEADOW.

The value of watches, chronometers, silver-ware and jewelry made in this town, was \$15,000. There were also manufactures of cars and other carriages, leather, boots, shoes, corn and other brooms, bricks, building stone. Value of fruit raised, \$1,084; of tobacco, \$1,941. Hay, 2,372 tons.

LUDLOW.

One cotton mill, with 8,052 spindles; one woollen mill; value of cotton cloth, batting, and satinet manufactured, \$113,312. Also manufactures of saddlery, boots, shoes, ploughs, palm-leaf hats, brooms, reeds, &c.

MONSON.

There were two cotton mills in this town, with 3,644 spindles, manufacturing \$48,700 worth of brown sheeting; also three woollen mills, with six sets of machinery, making \$130,000 worth of satinets. There were also manufactures of cotton, woollen, and other machinery, axes, ploughs, jewelry, chronometers, watches, gold and silver-ware, saddlery, chairs, tin and cabinet-ware, leather, boots, shoes, palm-leaf hats, lumber, building stone, &c. Value of fruit raised, \$2,248. Hay, 3,475 tons.

MONTGOMERY.

See page 206.

PALMER.

In this town were two cotton and one woollen mills, making the value of satinets, printing and bleaching goods, \$243,538. Here were also manufactures of hollow-ware and iron castings, cotton, woollen, and other machinery, scythes, saddlery, cars, and other carriages, soap, candles, chairs, tin and cabinet-wares, boots, shoes, palm-leaf hats, bricks, lumber, reeds, &c. Hay, 2,152 tons.

RUSSELL.

Manufactures of cotton twine, and large quantities of lumber. Hay, 875 tons.

SOUTHWICK.

The value of gunpowder made in this place, was \$6,250. The value of fruit raised, was \$2,675, of tobacco, \$627. Here were also manufactures of leather, boots, shoes, snuff, tobacco, cigars, whips, lumber, &c. Hay, 1,748 tons.

SPRINGFIELD.

See page 276.

TOLLAND.

Manufactures of clocks, leather, boots, shoes, shovels, spades, forks, hoes, lumber, &c. Hay, 2,259 tons.

WALES.

One woollen mill, with two sets of machinery; value of satinets made, \$56,000. Manufactures of leather, boots, shoes, straw braid, bricks, lumber, &c. Hay, 1,000 tons.

WESTFIELD.

In this town were two powder mills, one paper mill, and manufactures of ploughs, saddlery, hats, caps, wagons and other carriages, tin and cabinet-ware, chairs, leather, boots, shoes, bricks, cigars, snuff, tobacco, mechanics' tools, and the value of \$100,000 of whips, employing 100 males and 200 females. Value of paper, \$25,000; value of powder, \$9,750. Fruit, 6000 bushels. Hay, 2,784 tons.

WEST SPRINGFIELD.

There was one paper mill in this town, which manufactured \$60,000 value of paper; one cotton mill; value of printing cloth made, \$48,500. Here were also manufactures of wagons, sleighs, leather, boots, shoes, cigars, snuff, tobacco, whips, bricks, brooms, lumber, &c. The value of building stone quarried and prepared, amounted to \$60,000. Fire wood sold, 2,720 cords, value \$10,880. Fruit raised, 10,714 bushels; tobacco, 30,150 pounds; teazels, 600,000, value, \$700. Hay, 5,003 tons, value, \$50,030.

WILBRAHAM.

Manufactures of leather, boots, shoes, ploughs, palm-leaf hats, building stone, corn and other brooms, fruit, 51,832 bushels; tobacco, 29,100 pounds. Hay, 2,557 tons. Value of butter and cheese made, \$4,982.

HAMPSHIRE COUNTY.

ANDHERST.

In this town were one cotton, two woollen, and two paper mills; value of woollen goods, \$52,600. There were also manufactures of saddlery, cards, cars and other carriages, chairs, cabinet-ware, leather, boots, shoes, straw bonnets and hats, mechanics' tools, bricks, corn brooms, laces and edgings, band and hat boxes, type cases, children's wagons, washing machines, steel springs, &c. Tobacco raised, 29,638 pounds. Fruit, 4,805 bushels. Hay, 3,900 tons.

BELCHERTOWN.

Manufactures of cotton wicking shovels, spades, forks, hoes, ploughs, brass-ware, organs, saddlery, hats, caps, wagons and other vehicles, chairs, cabinet-ware, boots, shoes, palm-leaf hats, bricks, tobacco, snuff, cigars, lumber, &c. Value of carriages, \$40,440; value of palm-leaf hats, \$15,356. Fruit, 8,972 bushels; hay, 4,421 tons.

CHESTERFIELD.

Here were manufactures of leather, hollow-ware, iron castings, palm-leaf hats, wooden-ware, lumber, &c. The value of leather tanned, was \$17,400; of maple sugar made, \$2,827. Hay, 2,423 tons.

CUMMINGTON.

This place had two woollen mills, with two sets of machinery, and manufactures of hollow-ware, iron castings, leather, boots, shoes, palm-leaf hats, &c. Value of leather tanned and curried, \$115,800. Maple sugar made, 29,500 pounds. Hay, 2,516 tons.

EASTHAMPTON.

One flouring mill, and manufactures of cotton wicking, leather, boots,

shoes, palm-leaf hats, lumber, &c. Hay, 912 tons.

ENFIELD.

In this town were two cotton mills, with 1,280 spindles; two woollen mills, with three sets of machinery, and manufactures of cotton, woollen, and other machinery, ploughs, saddlery, cards, carriages, chairs, cabinet-ware, leather, boots, shoes, palm-leaf hats, lumber, &c. Value of satin and Kentucky jeans manufactured, \$37,500; value of cotton and wool cards, \$35,000. Hay, 1,172 tons. Fruit, 2,712 bushels.

GOSHEN.

Large quantities of lumber and bark are here prepared for market. Broom handles made, 350,000; maple sugar manufactured, 15,693 pounds. Millet, 1,246 tons; value, \$7,476.

GRANBY.

Two woollen mills, with two sets of machinery, one paper mill, and manufactures of palm-leaf hats. Value of satin and flannel made, \$31,250; of paper, \$7,200. Hay, 2,596 tons. Fruit, 3,129 bushels.

GREENWICH.

One woollen mill, and manufactures of scythes, shovels, spades, forks, hoes, brushes, wagons, boots, shoes, palm-leaf hats, pails, lead pipe, &c.

HADLEY.

There were manufactured in this town 699,369 corn and other brooms, valued at \$90,102. There were also manufactures of leather, boots, shoes, glue, gums, chairs, cabinet-ware, cards, children's wagons, saddlery, broom screws, cutlery, wire, pumps, bricks, palm-leaf hats, &c., &c. The

value of lumber prepared, was \$24,304. Hay, 3,059 tons.

HATFIELD.

The value of brooms and brushes manufactured in this town, was \$40,950. There were also manufactures of palm-leaf hats, boots and shoes. The value of lumber prepared for market, was \$14,000. Hay, 2,216 tons.

MIDDLEFIELD.

In this town were three woollen mills, with five sets of machinery; value of broadcloth and satinet made, was \$60,200. Also manufactures of leather, wooden bowls, and lumber.

NORTHAMPTON.

There were in this town one woollen mill, with eight sets of machinery, two paper mills, three establishments for manufacturing silk, and manufactures of hollow-ware, iron castings, jewelry, gold and silver ware, saddlery, hats, caps, coaches and other carriages, soap, candles, chairs, tin and cabinet-ware, leather, boots, shoes, straw bonnets and hats, bricks, books, corn and other brooms, lumber, &c. Yards of broadcloth and cassimere manufactured, 92,214. Value of paper made, \$64,250; sewing silk manufactured, 6,100 pounds. Value, \$41,500. Fruit raised, 16,002 bushels; tobacco, 18,260 pounds. Hay, 3,740 tons. There were raised in this town, 27,347 bushels of corn, 750 bushels of wheat, 4,863 bushels of rye, 60 bushels of barley, and 6,952 bushels of oats; value of grain, \$19,447.

NORWICH.

One flour mill, one woollen mill, and a tannery. Also manufactures of boots, shoes, palm-leaf hats, scythe stones, lumber, &c. Hay, 1,260 tons.

PELHAM.

Manufactures of wagons, boots, shoes, palm-leaf hats, building stone,

lumber, lasts, bench and hand screws, &c. Hay, 991 tons.

PLAINFIELD.

Here were two woollen mills, which manufactured cassimere, satinet, Kentucky jeans, and flannel, to the amount of \$2,872. Also manufactures of cabinet-ware, harnesses, leather, boots, shoes, palm-leaf hats, bricks, wooden ware, farming utensils, &c. Maple sugar made, 25,664 pounds. Hay, 1,625 tons.

PRESCOTT.

Manufactures of boots, shoes, palm-leaf hats, bricks, lumber, &c. Hay, 1,281 tons.

SOUTH HADLEY.

There were two woollen mills in this town, with three sets of machinery; three paper mills, and three tanneries; value of cassimere and satinet manufactured, \$28,000; of paper, \$150,000, and of leather tanned and curried, \$10,710. Also manufactures of pearl buttons, saddlery, coaches, and other carriages, boots, shoes, bricks, corn and other brooms, &c. Fruit raised, 3,428 bushels; tobacco, 6,000 pounds. Hay, 1,792 tons.

SOUTHAMPTON.

Manufactures of satinet, ploughs, saddlery, tin-ware, bricks, lumber, railroad sleepers, baskets, leather; value of bricks made, \$15,000. Hay, 1,725 tons.

WARE.

Here were three cotton mills, with a capital of \$150,000; one woollen mill, with seven sets of machinery; and manufactures of saddlery, trunks, hats, soap, chairs, tin and cabinet-ware, boots, shoes, palm-leaf hats, bricks, augers, &c. There were 26,000 Florence and fancy bonnets manufactured, valued at \$80,000. Value of cassimere and flannel manufactured, \$175,000. Fruit raised, 8,268 bushels. Value of milk sold, \$800. Hay, 2,522 tons.

WESTHAMPTON.

Manufactures of brass and silver, leather, hoes, bark, lumber, charcoal, axe-helves, bobbins, &c. Maplesugar, 5,744 pounds. Fruit, 11,677 bushels. Hay, 1,166 tons.

WILLIAMSBURG.

There were four woollen mills in this town, with five sets of machinery; value of broadcloth, cassimere, satinet, and flannel, \$21,200. The value of covered buttons manufactured at this place, was \$175,000; of wood button moulds, \$600; of horn buttons, \$30,000; of japanned buttons, \$15,000. There were also man-

ufactures in the town of iron castings and hollow-ware, axes, hoes, cutlery, saddlery, leather, boots, shoes, palm-leaf hats, lather boxes, lumber, &c. Also a flour mill, and a manufactory of steel pens; value of pens, \$15,000. Teazels raised, 1,418,000. Fruit, 2,650 bushels. Hay, 2,000 tons.

WORTHINGTON.

Manufactures of leather, boots, shoes, hats, caps, painted curtain blinds, children's wagons, carpenters' planes, wooden-ware, &c. Value of leather, \$37,500; maple sugar manufactured, 37,280 pounds. Fruit, 3,000 bushels; hay, 3,363 tons.

MIDDLESEX COUNTY.

ACTON.

One powder mill, value of powder, \$30,000. Manufactures of hats, caps, boots, shoes, straw braid, pencils, building stone, lumber, &c. Fruit raised, 9,305 bushels; value of berries sold, \$2,000. Hay, 1,745 tons.

ASHBY.

Manufactures of cordage, carriages, chairs, leather, boots, shoes, palm-leaf hats, building and grave stones, blocks, pumps, wooden-ware, lumber, barrels, &c. Hay, 1,831 tons. Fruit, 9,909 bushels. Value of butter and cheese, \$6,752.

ASHLAND.

In the year of our Lord 1846, the southerly and westerly parts of the town of Framingham, the easterly part of Hopkinton, and the northerly part of Holliston, were incorporated by the legislature into a separate town, by the above name. It comprises an area of 14 square miles, and about 1,100 inhabitants. Its location is very pleasant, its water-power abundant, and its agricultural and manufacturing concerns are in a flourishing condition.

The Worcester railroad passes through the centre of the town, about midway between Worcester and Boston. See *Framingham, &c.*

BEDFORD.

The value of boots and shoes manufactured in this town, was \$33,900. Manufactures of carriages, harnesses, lumber, &c. Fruit raised, 2,898 bushels; milk sold, 64,112 gallons, value, \$5,770. Hay, 1,251 tons.

BILLERICA.

One woollen mill, with three sets of machinery, three carpet factories, and establishments for bleaching or coloring cotton goods. Value of the above woollen goods, except carpeting, \$82,940. Manufactures of cotton and woollen machinery, leather splitting machines, cars and other carriages, soap, candles, chairs, cabinet-ware, leather, boots, shoes, mechanics' tools, bed lace, dye stuffs, &c. One flour mill, value of flour, \$18,962. Fruit raised, 8,371 bushels. Hay, 1,960 tons. The value of logwood cut, and dye-stuffs ground, was \$52,430.

BOXBOROUGH.

Manufactures of cars, coaches, and other carriages, shoes, straw braid, lime, lumber, &c. Whortleberries raised, 500 bushels; cranberries, 200 bushels. Value of the former, \$1,000; of the latter, \$300. Hay, 1,500 tons.

BRIGHTON.

Manufactures of bone buttons, whips, leather, wagons, sleighs and other carriages, trunks, saddlery, &c. Value of fruit raised, \$12,000.

BURLINGTON.

One calico manufactory; value of printed goods, \$15,000; value of shoes made, \$8,598. Manufactures of chairs, cabinet-ware, lumber, &c. Fruit raised, \$9,157 bushels; 40,635 gallons of milk sold for \$4,180. Hops, 3,355 lbs., value, \$402.

CAMBRIDGE.

The value of sundry articles manufactured in this city was as follows:—Glass, \$334,000, (three houses,) soap and candles, 19 factories, \$311,257; chemical preparations, \$20,250; brushes, \$18,000; saddlery, \$10,130; hats and caps, \$18,500; cordage, \$31,000; cars, coaches, and other carriages, \$201,388; chairs and cabinet-ware, \$13,000; leather, \$18,700; boots and shoes, \$28,476; bricks, \$78,460; snuff, tobacco, and cigars, \$47,000. There were also manufactures of starch, ice cutters, latches, door handles, musical instruments, upholstery, tin-ware, whips, blacking, blocks, pumps, mechanics' tools, shaving soap, confectionary, earthen-ware, ladders, sashes, blinds, marble manufactures of various kinds; paper-hangings, astral lamps, stoves, fringes, tassels, surgical instruments, &c. Value of fruit, \$8,685.

CARLISLE.

Manufactures of carriages, boots, shoes, lumber, &c. Fruit, 20,761

bushels, value, \$2,213. Hay, 1,018 tons. Value of butter and cheese, \$2,425.

CHARLESTOWN.

See page 122.

CHELMSFORD.

Two establishments for the manufacture of worsted goods, (one only in operation;) value of worsted goods, \$63,441. Also manufactures of hollow-ware and iron castings, fire engines, scythes, wood-screws, ploughs, chemical preparations, saddlery, carriages, soap, candles, boots, shoes, building stone, lumber, &c. Value of cotton, woollen, and other machinery, \$55,000. Milk, 97,025 gallons, sold for \$8,777. Hay, 1,952 tons.

CONCORD.

One woollen mill, with four sets of machinery; value of flannel manufactured, \$60,000. Also a lead factory, and manufactures of soap and candles, rifles, boots, shoes, blocks, pumps, lumber, &c. Fruit raised, 3,895 bushels; hay cut, 2,842 tons.

DRACUT.

One cotton mill; value of cotton canvass made, \$34,000; one woollen mill, with eight sets of machinery, making coatings, kerseys, negro cloths, and green bocking, to the amount of \$122,000. One mill for carpeting, value of goods, \$18,000. One paper mill, and manufactures of wagons and other carriages; boots, shoes, lumber, &c. Fruit raised, 20,183 bushels; milk sold, 68,310 gallons. Hay cut, 2,295 tons.

DUNSTABLE.

Manufactures of boots, shoes, palm-leaf hats, barrels, wagons, lumber, charcoal, &c. Hay cut, 1,389 tons.

FRAMINGHAM.

In this town were three woollen and worsted mills, with sixteen sets

of machinery, making flannels, stockings, woollen yarn, blankets, worsted yarn, worsted bunting and carpeting, to the amount of \$542,980; two paper mills, value of paper, \$52,500. Also manufactures of woollen and other machinery, axes, hatchets, cutlery, saddlery, millinery, caps, hats, cabinet and tin-ware, leather, boots, shoes, straw-bonnets, building stone, lumber, &c. Fruit raised, 22,381 bushels; value, \$5,013. Hay cut, 3,212 tons.

GROTON.

Two paper mills; value of paper, \$11,400; and manufactures of saddlery, hats, caps, cars and other carriages, chairs, cabinet and tin-ware; leather, boots, shoes, palm-leaf hats, soap stone, marble and slate. Fruit raised, 14,606 bushels. Hay cut, 3,675 tons. Value of grain raised, \$14,211.

HOLLISTON.

Value of boots and shoes, \$176,369. Value of straw hats and bonnets, \$36,671. Also manufactures of saddlery, trunks, cars and other carriages, chairs, tin and cabinet-ware, combs, leather, pumps, tight-air stoves, lumber, &c. Value of 1,000 bushels of cranberries raised, \$1,500. Fruit, 13,374 bushels; hay cut, 1,351 tons.

HOPKINTON.

Three cotton mills, with 2,936 spindles; value of shirtings, cotton twine, and batting, \$34,700. Also manufactures of machines for making nails, ploughs, saddlery, cars and other carriages, chairs, cabinet-ware, bricks, brooms, boots, boot boxes, clothing, &c. Value of boots manufactured, \$272,579; value of straw bonnets, \$25,000. Fruit raised, 40,155 bushels. Hay cut, 1,334 tons.

LEXINGTON.

There were four manufactories of fur in this town; value of caps and muffs made, \$34,586. Here were also manufactures of boots, shoes,

30*

tin-ware, &c. There were 20,604 bushels of fruit raised, 1,000 cords of wood cut, 300,000 gallons of milk sold, and 2,550 tons of hay produced.

LINCOLN.

Some manufactures of boots and shoes, and considerable sales of milk, fire-wood and lumber. Hay cut, 1,532 tons. Fruit raised, 8,527 bushels.

LITTLETON.

See page 186.

LOWELL.

In addition to the manufactures of this noted place already mentioned on page 188, there were those of hosiery, iron castings, hollow-ware, locks, paper, brushes, saddlery, hats, caps, cards, soap, candles, tin, boots, shoes, tobacco, marble, whips; also of copper, brass, and a great number of other articles. Fruit raised, 5,100 bushels. Hay cut, 759 tons.

MALDEN.

At this place, a rolling, slitting, and nail mill, manufacturing nails, nail machines, &c., to the annual amount of \$76,500; also three dye houses, seven forges, and manufactures of cutlery, Britannia ware, saddlery, cordage, carriages, tin-ware, boots, shoes, bricks, tassels, picture frames, machinery, kid and morocco leather, &c. Value of boots and shoes made, \$65,755. Value of dyeing business, \$93,000. Milk sold, 97,383 gallons. Fruit raised, 12,579 bushels. Hay, 1,655 tons. Value of vegetables sold, \$4,975.

MARLBOROUGH.

Here were two tanneries, and manufactures of boots, shoes, straw braid, boats, &c. Value of boots and shoes, \$92,932. Fruit raised, 12,469 bushels; milk sold, 60,540 gallons. Hay cut, 4,169 tons. Value of butter and cheese, \$14,905. Vinegar apples, 31,772 bushels.

MEDFORD.

There were 24 vessels launched in this town, whose tonnage was 9,660 tons, valued at \$498,175. The other manufactures consisted of hat bodies, hats, caps, cars, and other carriages, soap, candles, chairs, tin and cabinet-ware, linseed oil, bricks, building stone, &c. Value of hats and caps manufactured, \$40,000; of linseed oil, \$59,500; and of building stone, \$10,000. Fruit raised, 12,500 bushels. Hay cut, 2,000 tons.

NATICK.

There were 19,150 pairs of boots, and 614,200 pairs of shoes manufactured at this place, valued at \$420,774, and employing 871 hands. There were also in the town, manufactures of chairs, cabinet-ware, trunks, saddlery, straw braid, blocks, pumps, shoe boxes, &c. Fruit raised, 9,348 bushels. Hay cut, 1,120 tons.

NEWTON.

At this place were four paper mills, a cotton mill, with 8,124 spindles, a calico manufactory, a furnace, and a rolling and slitting mill. The value of printing cotton and calico made, was \$95,108. Value of paper made, \$140,622; value of manufactures of nails, nail machines, and other iron, \$53,875. There were also in the town manufactures of cotton, woollen, and other machinery, chemical preparations, saddlery, upholstery, carriages, soap, candles, tin-ware, boots, shoes, glue, dye stuffs, &c. Fruit raised, 27,270 bushels; milk produced, 300,000 gallons; 1,762 quarts of strawberries, and 2,550 tons of hay were cut. Value of nursery-trees sold, \$15,400.

PEPPERELL.

There were one woollen, and two paper mills in this town; value of paper manufactured, \$66,240; value of cassimeres and flannel, \$9,200. Cotton, woollen, and other machinery, saddlery, carriages, soap, can-

dles, boots, shoes, bricks, &c. Fruit raised, 8,817 bushels. Hay cut, 1,981 tons.

READING.

The value of 274,000 pairs of shoes manufactured in this town, was \$166,734; of chairs and cabinet-ware, \$103,100. The other manufactures consisted of tin-ware, cars, and other carriages, coach lace, lumber, &c. Cranberries raised, 400 bushels; hops, 7,200 pounds; fruit, 9,000 bushels; hay cut, 1,900 tons.

SHERBURNE.

The value of boots and shoes manufactured here, was \$21,399. Other manufactures, sewing silk, axes, saddlery, carriages, fire-arms, leather, straw bonnets, whips, &c. Cranberries raised, 560 bushels. Value of vinegar made, \$10,136. Hay cut, 1,670 tons. Fruit, 26,596 bushels.

SHIRLEY.

Here were three cotton mills, with 2,334 spindles; value of sheeting and cotton yarn made, \$33,216. Three paper mills; value of paper, \$33,750. Value of boots and shoes \$22,000. Here were also manufactures of leather, saddlery, tin-ware, carriages, palm-leaf hats, corn and other brooms, bricks, &c. Hops raised, 23,389 pounds. Fruit, 5,200 bushels. Hay, 1,082 tons.

SOMERVILLE.

The value of goods bleached and colored, and not printed at this place, was \$315,000. The quantity of bricks made, was 27,576,000; value, \$166,980. There were also manufactures of cordage, tin-ware, paints, snuff, tobacco, cigars, &c. Fruit raised, 5,724 bushels. Hay cut, 989 tons.

SOUTH READING.

Two establishments for chemical preparations; value, \$25,500. Also manufactures of saddlery, cordage, carriages, tin-ware, shoes, blocks,

pumps, mechanics' tools, razor strops, &c. Value of shoes manufactured, \$200,000: Fruit raised, 8,000 bushels. Hay cut, 800 tons.

STONEHAM.

The value of shoes made here, was \$150,290. Manufactures of carriages, mechanics' tools, lumber, &c. Hay cut, 717 tons. Fruit raised, 3,182 bushels.

STOW.

One woollen mill, with five sets of machinery; value of broadcloth and cassimeres made, \$101,300. Also manufactures of axes, saddlery, trunks, carriages, lime, lumber, &c. Hops raised, 2,571 pounds; fruit, 8,969 bushels; hay cut, 1,481 tons.

SUDBURY.

One paper mill, value of paper, \$13,000. Manufactures of coaches and other carriages, boots, shoes, straw bonnets, candles, oaken baskets, lumber, &c. Value of milk sold, \$900. Cranberries raised, 842 bushels. Fruit, 14,540 bushels; hay cut, 2,327 tons.

TEWKSBURY.

Two tanneries; value of leather, \$32,000. Value of lumber and fire-wood prepared, \$13,200. Fruit raised, 10,347 bushels. Hops, 50,016 pounds. Milk sold, 35,000 gallons. Value of 100 tons of oakum manufactured, \$12,000.

TOWNSEND.

Manufactures of iron castings, hollow-ware, shovels, spades, forks, hoes, ploughs and other farming tools, cars, coaches, &c.; leather, boots, shoes, palm-leaf hats, barrels, bricks, blocks, pumps, lumber, &c. Hops raised, 14,025 pounds; fruit, 8,199 bushels; hay cut, 1,605 tons.

TYNGSBOROUGH.

Manufactures of brushes, carriages, boots, shoes, lumber, &c. Fruit raised, 14,831 bushels. Hay cut, 1,350 tons.

WALTHAM.

This place had three cotton mills, with 11,488 spindles, making shirtings and sheetings to the amount of \$230,838. Also an establishment for bleaching or coloring cotton goods; value of goods bleached or colored, \$900,000. Also a paper mill, and manufactures of cotton, woollen, and other machinery, saddlery, hats, caps, cars, and other carriages, fire-arms, chairs, cabinet-ware, tin-ware, boots, shoes, blocks, pumps, &c. Fruit raised, 25,651 bushels; squashes and melons, 240 tons; milk sold, 109,200 gallons; hay cut, 1,632 tons.

WATERTOWN.

At this place were one cotton mill, with 1,300 spindles, one paper mill, and manufactures of hosiery, saddlery, carriages, starch, axes, soap, candles, chairs, tin and cabinet-ware, boots, shoes, snuff, tobacco, cigars, &c. Value of shirtings and printing cloths, \$15,000; value of paper, \$15,000. Fruit raised, 30,000 bushels, value, \$20,000. Hay cut, 1,500 tons.

WAYLAND.

The value of shoes made in this town, was \$35,725. Manufactures of straw bonnets and hats, shoe-boxes, ship and other timber, fire-wood, &c. Fruit raised, 4,041 bushels; value of fruit, \$2,021; hay cut, 1,365 tons.

WEST CAMBRIDGE.

Value of saws, hatchets, and other edge tools manufactured, \$40,000. Value of cards manufactured, \$41,400; value of boots and shoes, \$17,120. Other manufactures, chairs, tin and cabinet-ware, cars, coaches, and other carriages, hats, caps, shovels, spades, forks, hoes, bricks, &c. Fruit raised, 50,340 bushels, milk sold, 150,757 gallons; hay cut, 1,500 tons; ice cut, 50,000 tons, value of ice, \$25,000. Value of printed woollen, cotton, and silk and cotton goods, \$150,000. Value of dye-woods, drugs, and spices

manufactured, \$418,800. Value of mahogany sawed, \$22,000.

WESTFORD.

Here were two forges, which manufactured bar iron, anchors, and chain cables, to the amount of \$20,000. Also manufactures of shoes, bricks, cars, coaches, and other carriages. Fruit raised, 5,326 bushels. Hay cut, 1,890 tons.

WESTON.

One cotton mill, with 768 spindles, value of goods made, \$11,608. Value of cotton, woollen, and other machinery manufactured, \$39,000. Also, manufactures of cutlery, locks, ploughs, saddlery, trunks, carriages, leather, boots, shoes, loom-pickers, earthen-ware, &c. Fruit raised, 12,218 bushels, value, 6,271. Hay cut, 1,613 tons.

WILMINGTON.

Manufactures of boots, shoes, hats, caps, patent leather, wooden-ware, lumber, &c. Hops raised, 15,490 pounds. Hay cut, 800 tons.

WOBUEN.

One calico manufactory, one woollen mill, one silk manufactory, and manufactures of machinery, harnesses, chaises, and other carriages, fire-arms, cabinet and tin-ware, piano-forte keys, leather, boots, shoes, pumps, wooden-ware, sashes, blinds, and doors. Value of veneers sawed, \$36,500. Value of wooden door-knobs, \$10,500. Value of silk manufactured, 22,750. Value of cabinet-ware, \$28,000. Value of leather, \$222,675. Value of boots and shoes, \$234,533. Value of sashes, &c., \$25,300. Fruit raised, 20,398 bushels. Hay cut, 1,536 tons.

NANTUCKET COUNTY.

NANTUCKET.

In addition to the statistics of industry of this island, town and county, printed on page 208, were the following: manufactures of brass, tin,

cordage, boots, shoes, snuff, tobacco, cigars, blocks, pumps, candle-boxes, boats, coopers' tools, harpoons, &c. The value of casks manufactured, was \$40,000; value of cordage, \$30,000. See *County Tables*.

NORFOLK COUNTY.

BELLINGHAM.

There were three cotton mills in this town, with 2,520 spindles, making \$33,640 worth of printing cloth, thread, and sheetings. Also one woollen mill, with two sets of machinery; value of goods made, \$10,000. There were also manufactures of brushes, carriages, farming tools, glue, straw braid, boats, &c. Value of lumber prepared, \$20,194; value of boots manufactured, \$48,862. Fruit raised, 1,455 bushels. Hay cut, 1,052 tons.

BRAINTREE.

One cotton mill, with 1,100 spindles, and a woollen mill; value of cotton and woollen goods, \$18,468; value of boots and shoes manufactured, \$196,280; value of building stone quarried and prepared, \$27,000; of cotton gins, \$15,000; of tacks and brads, \$15,000; of shovels, spades, forks, and hoes, \$26,000. Also one paper mill, manufacturing \$20,000 value of paper; also manufactures of saddles, harnesses, trunks, cars, coaches, and other carriages, choco-

late, tin-ware, leather, blocks, pumps, &c. Fruit raised, 11,248 bushels, value, \$2,645; hay cut, 1,223 tons.

BROOKLINE.

Manufactures of chaises, wagons, and other carriages, saddlery, trunks, chairs, cabinet-ware, leather, boots, shoes, hosiery, &c. Value of fruit raised, \$37,643. Cider made, 1,044 barrels; value, a dollar a barrel; hay cut, 1,789 tons. Value of vegetables, \$63,684.

CANTON.

See page 121.

COHASSET.

There were 44 vessels engaged in the cod and mackerel fisheries, in this town, whose fares of fish amounted to \$58,443. Value of vessels built, \$6,000. Value of boots and shoes, \$18,600. Also manufactures of saddlery, trunks, cars, and other carriages, salt, building stone, &c. Value of fruit, \$1,538; hay cut, 850 tons.

DEDHAM.

In this town were a cotton mill, with 4,400 spindles; three woollen mills, with 12 sets of machinery; a silk factory, a paper mill, a furnace, and manufactures of silk and other machinery, shovels, spades, forks, hoes, saddlery, hats, caps, chairs, tin and cabinet-ware, glue, leather, boots, shoes, straw bonnets and hats, cigars, pocket-books, &c. Value of cotton goods, \$64,935; value of woollen goods, \$250,000; of silk goods, \$47,450; of iron ware and castings, \$10,500; of boots and shoes, \$28,285. Fruit raised, 10,362 bushels; value, \$2,853. Hay cut, 2,730 tons.

DORCHESTER.

One cotton mill, with 3,500 spindles, two paper mills, and two chocolate mills; also two soap and candle works, and manufactures of Britannia ware, starch, chemicals, confectionary, earthen-ware, chronometers, ther-

mometers, saddlery, hats, caps, cordage, tin and cabinet-ware, chairs, coaches, chaises, and other vehicles, leather, boots, shoes, bricks, &c. Value of cotton goods, \$100,840; of paper, \$45,000; of chocolate, \$50,872; of soap and candles, \$22,000; of cabinet-ware and chairs, \$85,300; of tin-ware, \$15,000; of leather, \$55,300; of playing cards, \$15,000; of boots and shoes, \$12,720. Fruit raised, 23,384 bushels, value, \$10,000. Hay cut, 2,621 tons.

Since the above statistics were returned, a tide mill, on a new construction, has been erected at Neponset Village, in this town, which promises much usefulness in various branches of mechanics.

DOVER.

There were three rolling, slitting, and nail mills in this town, manufacturing iron, nails, &c. Amount of manufacture, \$165,500. There are also manufactures of boots, shoes, brushes, whips, &c. Fruit, 4,850 bushels; hay cut, 761 tons.

FOXBOROUGH.

Here were two cotton mills, with 934 spindles, one woollen mill, a furnace, and manufactures of farming tools, cars, and other carriages, leather, boots, shoes, straw bonnets and hats, planing machines, boxes, bonnet blocks, baskets, hoops, &c. Value of cotton goods, \$11,000; of woollen goods, \$21,000; of hollow-ware and castings, \$20,000; of leather, \$11,000; of straw bonnets and hats, \$320,929; of planing machines, \$20,000. Fruit, 275 bushels. Hay, 856 tons.

FRANKLIN.

There were seven cotton mills in this town, with 4,422 spindles; value of cotton goods, \$54,510. Other manufactures consisted of wagons, sleighs, boots, shoes, boats, &c. The value of 107,867 straw bonnets and hats, was \$129,800. Fruit, 5,960 bushels. Hay cut, 1,625 tons.

MEDFIELD.

The manufactures of this place consisted of leather, shoes, tin and cabinet-wares, chairs, cars, and other carriages, saddlery, trunks, brushes, shovels, spades, forks, hoes, &c. Fruit raised, 2,000 bushels. Hay cut, 1,100 tons.

MEDWAY.

There were nine cotton mills in Medway, with 4,837 spindles; value of goods manufactured, \$322,305; also a calico manufactory, and a bleaching establishment. There was also a woollen mill, manufacturing \$10,650 value of Kentucky jeans. Also manufactures of bells, organs, cotton, woollen, and other machinery, scythes, hoes, ploughs, clocks, trunks, saddlery, carriages, chairs, tin and cabinet-wares, boots, shoes, bricks, bonnet pressing machines, &c. Value of straw bonnets and hats, \$54,242; of wool and flocks, from woollen rags, \$10,000. Value of bells manufactured, \$22,000. Value of lumber prepared, \$16,650. Fruit raised, 6,017 bushels. Hay cut, 1,852 tons.

MILTON.

There were two paper mills in this town, a chocolate mill, and manufactures of cars, coaches, and other carriages, saddlery, trunks, chairs, cabinet ware, leather, boots, shoes, &c. Value of paper made, \$30,000; of chairs and cabinet-ware, \$22,500; of building stone quarried and prepared, \$79,000. Fruit, 13,465 bushels; value, \$5,386. Hay cut, 1,698 tons.

NEEDHAM.

Six paper mills, value of paper, \$144,834. One cotton mill, with 2,176 spindles; value of manufactures, \$34,800. Also manufactures of hosiery, sewing silk, hinges, blind fastenings, glue, hoops, &c. Value of shoes made, \$29,400. Fruit, 2,000 bushels. Hay cut, 1,450 tons.

QUINCY.

The value of granite quarried and prepared in this town, amounted to \$324,500. Value of boots and shoes manufactured, \$133,273; value of leather tanned and curried, \$67,125; also manufactures of chairs, tin and cabinet-wares, coaches and other vehicles, salt, slate, saddlery, trunks, blacking, &c. Value of bleached wax \$15,000. There were four vessels employed in the cod and mackerel fishery, one in the whaling business, and two vessels built; value of fish taken, \$7,625. Fruit raised, 4,579 bushels. Hay cut, 1,565 tons.

RANDOLPH.

The manufactures of boots and shoes in this town amounted to \$700,100. The other manufactures consisted of cars and other carriages, chairs, cabinet and tin-wares, saddlery, trunks, straw bonnets and hats, blocks, pumps, mechanics' tools, building stone, lumber, &c. Fruit, 25,555 bushels; value, \$10,222. Hay cut, 988 tons.

ROXBURY.

The value of carpeting manufactured in this city, amounted to \$120,000; of worsted goods, \$25,175; of silk and worsted fringe and tassels, \$15,000; of manufactures of iron, \$376,600; of steam engines and boilers, \$15,800; of fire engines, \$25,000; of starch, \$68,000; of chemical preparations, \$90,000; of stained and stamped paper, \$14,500; of upholstery, \$20,000; of cordage, \$370,000; of cars and other carriages, \$31,300; of soap and candles, \$78,380; of chairs and cabinet-ware, \$56,000; of sheet lead and pipe, white lead and other paints, \$75,600; of bread, \$174,500; of leather, \$287,000; of boots and shoes, \$88,692; of bricks, \$29,800; of stone, \$17,500; of spirits of turpentine and rosin, \$15,600; of rum, \$7,200; of looking glass frames, &c., \$20,000; of beer, \$34,000; of

oakum, \$24,000; of knit goods and yarn, \$30,000. Also manufactures of hosiery, butts, hinges, brass, clocks, saddlery, trunks, hats, caps, rifles, and fowling-pieces, tin-ware, glue, blocks, pumps, boxes, barrels, &c. Fruit, 37,821 bushels, value, \$30,822. Milk, 239,050 gallons, sold for \$23,905. Hay cut, 3,547 tons.

SHARON.

Two cotton mills, with 1,300 spindles, one woollen mill, and manufactures of axes, hoops, boots, shoes, straw bonnets and hats. Value of cotton and woollen goods, \$35,360. Fruit, 4,437 bushels. Hay cut, 983 tons.

STOUGHTON.

There were three woollen mills in this town, and manufactures of cars, coaches, and other carriages, saddlery, trunks, soap, candles, boots, shoes, straw braid, mechanics' tools, hoops, &c. Value of boots and shoes, \$418,274. Fruit raised, 7,775 bushels. Hay cut, 1,000 tons.

WALPOLE.

There were five cotton mills in this town, with 2,800 spindles; three woollen mills, with five sets of machinery; three paper mills, and manufactures of hollow-ware and castings, cotton, woollen, and other machinery, hoes,

harnesses, hats, caps, cordage, cards, wagons, and other carriages, cabinet-ware, leather, boots, shoes, straw bonnets and hats, twine, iron axletrees, &c. Value of cotton and woollen goods, \$57,632; of paper manufactured, \$35,635; of carriages, \$14,700; of boots and shoes, \$17,025; of straw bonnets and hats, \$60,000; of iron axletrees, \$10,000. Fruit raised, 2,500 bushels. Hay cut, 1,500 tons.

WEYMOUTH.

There were three rolling, slitting and nail mills in this town; value of manufactures of iron, \$250,000. There were 119,905 pairs of boots, and 408,574 pairs of shoes manufactured, the value of which was \$557,122, employing 835 hands. There were also manufactures of leather, saddlery, tacks, brads, trunks, carriages, chairs, cabinet and wooden-ware, sashes, doors, blinds, building stone, &c. Fruit raised, 7,434 bushels. Hay cut, 1,309 tons.

WRENTHAM.

Here were five cotton mills, with 3,856 spindles; value of cotton goods manufactured, \$39,160. Two carpet mills, making \$44,136 value of goods. Also manufactures of fire-engines, saddlery, carriages, chairs, cabinet-ware, boots, straw bonnets and hats, walking canes, boxes, boats, baskets, &c. Value of fruit, \$1,590. Hay cut, 2,363 tons.

PLYMOUTH COUNTY.

ABINGTON.

In this town were manufactured 198,314 pairs of boots, and 1,067,962 pairs of shoes, valued at \$1,013,126. The value of tacks, brads, &c., manufactured, was \$18,622. There were also manufactures of leather, saddlery, trunks, confectionary, boot and shoe boxes, lumber, &c. Value of fruit, \$1,407. Hay cut, 1,031 tons.

BRIDGEWATER.

There were in this town two rolling, slitting, and nail mills, one hollow auger factory, three furnaces, and manufactures of steam engines and boilers, butts, hinges, door handles and latches, tacks, brads, soap, candles, boots, shoes, straw hats and bonnets, bricks, lumber, &c. Also a paper mill, and two manufactories of

cotton gins. Also a brass foundry, with a capital of \$96,000. Value of iron and iron manufactures, \$187,600. Fruit raised, 6,906 bushels. Hay cut, 1,063 tons.

CARVER.

Here were five furnaces, manufacturing hollow-ware and castings to the amount of \$36,350. Also manufactures of cars and other carriages, boots, shoes, straw bonnets and hats, willow baskets, &c. Value of fruit, \$854. Hay cut, 1,086 tons.

DUXBURY.

There were in this town nine vessels employed in the cod and mackerel fisheries; and four vessels were launched, valued at \$39,794. There were also manufactures in the town of saddlery, cordage, salt, carriages, chairs, tin and cabinet-wares, leather, boots, shoes, blocks, pumps, bricks, building stone, lumber, &c. Also a woollen mill. Value of boots and shoes manufactured, \$122,500. Fruit raised, 6,096 bushels. Hay cut, 2,253 tons.

EAST BRIDGEWATER.

One rolling, slitting, and nail mill; also manufactures of tacks, brads, brass-ware, saddlery, cars, and other carriages, soap, candles, leather, boots, shoes, building stone, lumber, &c. Value of manufactures of iron, \$56,440; of boots and shoes, \$153,440; of fruit, \$736. Hay, 1,021 tons.

HALIFAX.

Two woollen mills, with five sets of machinery; and manufactures of boots, shoes, corn and other brooms, lumber, &c. Value of boots and shoes, \$34,368. Fruit, 862 bushels. Hay, 586 tons.

HANOVER.

Three forges, one furnace, two manufactures for tacks and brads; two

tanneries, and manufactures of cars and other carriages, cotton gins, boots, shoes, wooden-ware, lumber, &c. Value of anchors, iron cables, &c., manufactured, \$27,640. Value of tacks and brads, \$14,000; of boots and shoes, \$97,626. Vessels launched, two; value, \$12,000. Value of fruit, \$1,289. Hay, 625 tons.

HANSON.

One rolling, slitting, and nail mill, one forge, three tack and brad factories, and manufactures of soap, candles, wagons, saddlery, leather, boots, shoes, lumber, &c. Value of bar iron, nails, iron cables, anchors, &c., \$39,673; of boots and shoes, \$66,257; of fruit, \$663. Hay, 620 tons.

HINGHAM.

Here were nine forges, two furnaces, two axe factories, one rope-walk, three tanneries, a bleaching establishment, and manufactures of ploughs, trunks, saddlery, hats, caps, salt, carriages, fire-arms, chairs, cabinet and tin-wares, leather, boots, shoes, blocks, spars, pumps, mechanics' tools, wooden-ware, vessels, &c. Value of worsted goods manufactured, \$40,000; of hollow-ware, castings, &c., \$13,200; of hats and caps, \$26,500; of cordage, \$28,000; of chairs and cabinet-ware, \$10,200; of leather, \$10,100; of boots and shoes, \$38,097; of wooden-ware, \$25,066; of vessels, \$23,000; of fruit, 8,431 bushels, \$3,174. Vessels employed in the cod and mackerel fisheries, 28; value of fares, \$99,558. Hay cut, 1,492 tons.

HULL.

At this place were two establishments for the manufacture of salt; four vessels employed in the cod and mackerel fisheries, and manufactures of boots, shoes, &c. There were raised 625 bushels of grain, 325 tons of hay, 1,306 bushels of vegetables, and 8,431 bushels of fruit. There were also in the town, 381 sheep, 11 horses, 51 neat cattle, and 44 swine.

KINGSTON.

Here were two forges, one cotton mill, with 590 spindles; a furnace, three tack and brad factories, two tanneries, and manufactures of axes, saddlery, trunks, soap, candles, boots, shoes, augers, potters' ware, hames, &c. Value of three vessels built, \$15,500; value of manufactures of iron and iron-ware of all kinds, \$36,900; of boots and shoes, \$30,000. Fruit raised, 8,347 bushels. Hay cut, 809 tons. There were 15 vessels employed in the cod and mackerel fishery; value of fares, \$34,850.

MARSHFIELD.

Two cotton mills, with 2,016 spindles; wool carding, and manufactures of boots, shoes, lumber, &c. Value of fruit, \$2,067. Hay cut, 3,019 tons.

MIDDLEBOROUGH.

There were two cotton mills in this town, with 3,200 spindles, a rolling, slitting, and nail mill, a forge, a furnace, a tack and brad factory, and manufactures of latches, door handles, shovels, spades, forks, hoes, saddlery, trunks, carriages, chairs, cabinet and tin-ware, boots, shoes, straw bonnets and hats, palm-leaf hats, snuff, tobacco, cigars, pumps, blocks, mechanics' tools, nail casks, wooden-ware, building stone, lumber, &c.; value of cotton cloth manufactured, \$40,232; of anchors, cables, nails, hollow-ware, &c., \$30,650; of boots and shoes, \$12,793; of straw hats and bonnets, \$25,549; of lumber prepared, \$7,631; of fruit raised, \$4,192; of cranberries, \$1,200. Hay cut, 3,453 tons.

NORTH BRIDGEWATER.

The manufactures of boots in this town, amounted to \$179,716. The value of brushes amounted to \$21,500; of chairs and cabinet-ware, \$38,000; of mechanics' tools, \$8,250. There were also manufactures of blocks, pumps, snuff, tobacco, cigars, tin-ware, carriages, hats, caps, trunks,

saddlery, musical instruments, shovels, spades, forks, hoes, shoe lasts and boot trees, machines for rolling leather, packing-boxes, lumber, &c. Fruit raised, 7,249 bushels; value, \$1,812. Hay cut, 1,445 tons.

PEMBROKE.

Here were manufactures of wagons, chairs, cabinet-ware, boots, shoes, packing-boxes, &c. Fruit raised, 6,246 bushels. Hay cut, 1,065 tons.

PLYMOUTH.

There were five cotton mills in this town, with 2,768 spindles; value of goods manufactured, \$19,368; there were also two rolling, slitting, and nail mills, one forge, five rope-walks, two sperm candle works, and manufactures of saddlery, trunks, chairs, cabinet and tin-ware, leather, boots, shoes, bricks, building stone, blocks, pumps, casks, oil, soap, ship thimbles, &c. Value of manufactures of iron, \$148,800; of cordage, \$203,800; of oil and sperm candles, \$46,887; of iron rivets, \$10,000; of vessels launched, \$9,568. At this place are five vessels employed in the whale fishery, and 55 in the cod and mackerel fishery; value of oil, \$361,000; value of cod-fish and mackerel, \$93,687. There were 10,248 bushels of grain produced; 3,043 bushels of fruit, and 1,562 tons of hay.

PLYMPTON.

One cotton mill, with 1,100 spindles; one woollen mill, with two sets of machinery; and manufactures of tacks, brads, shovels, spades, forks, hoes, iron rivets, shoes, shoe boxes, wooden hoops, lumber, &c. Value of cotton cloth, \$11,320. Fruit raised, 1,577 bushels. Hay cut, 696 tons.

ROCHESTER.

There were belonging to this town, 14 vessels employed in the whale fishery, and two in the cod and mackerel fishery; value of the whale fishery,

\$149,135. Here were a forge, and manufactures of anchors, iron cables, salt, hats, caps, chairs, cabinet-ware, boots, shoes, palm-leaf hats, snuff, tobacco, cigars, blocks, pumps, oil casks, boats, lumber, &c. The value of vessels built, was \$82,720. Fruit raised, 13,312 bushels. Hay cut, 1,839 tons.

SCITUATE.

There were nine vessels belonging to this place, employed in the cod and mackerel fishery; value of fares, \$9,928. The manufactures consisted of tacks, brads, ploughs, wagons, leather, boots, shoes, bricks, mechanics' tools, lumber, &c. There were 30,000 lobsters taken, worth \$900; and 10,488 bushels of fruit raised. Hay cut, 2,788 tons. There were 11,904 bushels of grain raised, the value of which was \$8,761. Value of butter and cheese, \$7,782.

WAREHAM.

Six vessels belonged to this town employed in the whale fishery; value of oil and bone, \$109,500. There were two cotton mills, not in operation. Here were four rolling, slitting, and nail mills, two forges, a furnace, and manufactures of saddlery, trunks, salt, chairs, cabinet-ware, leather, boots, shoes, staves, building stone, lumber, &c. Value of all manufactures of iron, \$642,000. Fruit raised, 1,858 bushels. Hay cut, 924 tons.

WEST BRIDGEWATER.

There were three furnaces in this town, and manufactures of shovels, spades, forks, hoes, ploughs, wagons, sleighs, boots, shoes, straw bonnets and hats, lumber, &c. Value of manufactures of iron, \$40,500; of boots and shoes, \$99,201. Fruit raised, 5,626 bushels. Hay cut, 1,528 tons.

SUFFOLK COUNTY.

BOSTON.

See page 58.

CHELSEA.

The manufactures of this town consisted of hollow-ware and castings, shovels, spades, forks, hoes, iron railings, safes, brass ware, salt, soap, tin, leather, boots, shoes, bricks, whitening, tobacco, snuff, cigars, blacking, stone-ware, paper staining, spice grinding, &c. Value of manufactures of iron, \$32,300. Corn grown, 45,000 bushels. Fruit raised, 2,800 bushels. Hay cut, 1,453 tons.

NORTH CHELSEA.

The ancient town of Chelsea was divided by an act of the legislature, passed March 19, 1846.

Chelsea comprised an area of about seven thousand acres, and a population of about five thousand souls.

The new town, called *North Chelsea*, comprises Point Shirley, Pullin Point, and all the old town of Chelsea, except Winnisimmit or Ferry Village, containing about one thousand acres, and a population of four thousand.

The centre of the town being remote from the centre of population, and the people near the Ferry being chiefly engaged in commerce and manufactures, while those in other parts of the town were agriculturists, were the reasons assigned for this separation. "The said town of North Chelsea shall continue to be a part of the town of Chelsea, for the purpose of electing a representative to the General Court, until the next apportionment of representatives. All meetings for the election of representatives, until said apportionment, shall be called by the selectmen of Chelsea, and holden in the town of Chelsea."

The centre of North Chelsea lies about three miles north by east from Winnisimmit Ferry. See *Chelsea*.

WORCESTER COUNTY.

ASHBURNHAM.

This town had one cotton mill, with 1,123 spindles; value of goods made, \$20,591. Also manufactures of musical instruments, brushes, saddlery, trunks, chairs, cabinet-ware, leather, palm-leaf hats, bricks, wooden-ware, copper pumps, thread spools, tubs, scythe irons, pails, lucifer matches, &c. Value of chairs and cabinet-ware, \$57,604; of leather, \$12,900; of lumber and shingles prepared, \$29,000; of fruit, \$1,306. Hay cut, 2,219 tons.

ATHOL.

One cotton mill, with 1,392 spindles; value of goods, \$20,850; also two furnaces; value of hollow-ware and castings, \$900; also three flouring mills, one paper mill, three tanneries, and manufactures of cotton, woollen, and other machinery, scythes, ploughs, saddlery, trunks, hats, caps, tin-ware, boots, shoes, palm-leaf hats, bricks, shoe pegs, &c. Value of leather tanned, \$15,635; of boots and shoes, \$53,181; of wooden-ware, \$11,250; of lumber prepared, \$10,000. Fruit, 7,225 bushels. Hay, 745 tons.

AUBURN.

Here were two cotton mills, with 1,948 spindles; value of sheeting and cotton batting manufactured, \$40,436. Also manufactures of cotton, woollen, and other machinery, leather, lumber, &c. Fruit, 4,470 bushels. Hay cut, 1,070 tons.

BARRE.

Two woollen mills, with six sets of machinery; one cotton mill, with 2,200 spindles; a powder mill, a furnace, and manufactures of cotton, woollen, and other machinery, scythes, saddlery, trunks, upholstery, hats, caps, cars, and other carriages, chairs, cabinet and tin-wares, leather, boots,

shoes, palm-leaf hats, blocks, pumps, boxes of various kinds, &c. Value of cotton goods, \$55,850; of woollen goods, \$128,320; of powder, \$4,500; of palm-leaf hats, \$20,000. Fruit, 22,952 bushels; value, \$4,160. Hay cut, 4,955 tons.

BERLIN.

Manufactures of building stone, wooden-ware, straw braid, shoes, lumber, blinds, sashes, doors, palm-leaf baskets, &c. Hops raised, 6,300 pounds; fruit, 9,030 bushels. Hay, 1,268 tons.

BLACKSTONE.

At this place are twelve cotton mills, with 40,518 spindles; seven woollen mills, with 32 sets of machinery, four forges, and manufactures of scythes, saddlery, trunks, wagons, glue, boots, shoes, straw braid, &c. Value of clothing manufactured, \$24,346; of cotton goods, \$386,945; of woollen goods, \$695,400; of iron goods, \$26,000; of building stone, \$4,375. Fruit raised, 6,536 bushels; milk sold, 47,589 gallons; hay cut, 1,401 tons.

BOLTON.

Manufactures of carriages, saddlery, trunks, ploughs, chairs, cabinet-ware, combs, leather, boots, shoes, straw braid, snuff, tobacco, cigars, hames, lime, lumber, raw silk, &c. Hops raised, 9,400 pounds; fruit, 6,500 bushels; hay, 2,138 tons.

BOYLSTON.

The value of boots and shoes manufactured in this town, amounted to \$13,035. Manufactures of straw braid, palm-leaf hats, bricks, &c. Value of lumber prepared, \$8,568. Fruit, 13,683 bushels. Butter made, 42,227 pounds. Hay cut, 1,556 tons.

BROOKFIELD.

The manufacture of boots and shoes in this town, amounted to \$164,362. Manufactures of hollow-ware and castings, cabinet-ware, straw cutters, bricks, lumber, &c. Value of palm-leaf hats, \$10,126. Fruit, 17,260 bushels. Hay cut, 3,965 tons.

CHARLTON.

One cotton mill, with 640 spindles; one woollen mill, and manufactures of cars and other carriages, chairs, cabinet-ware, whips, building stone. Value of leather tanned, \$12,080. Fruit raised, 14,000 bushels. Hay cut, 3,379 tons.

DANA.

One flouring mill, a tannery, and manufactures of palm-leaf hats, sashes, blinds, wagon spokes and hubs, lumber, &c. Fruit produced, 4,274 bushels. Hay cut, 1,001 tons.

DOUGLAS.

Two cotton mills, with 6,384 spindles; two axe factories, and manufactures of cabinet-ware, boots, shoes, straw bonnets, bricks, lumber, &c. Value of boots and shoes, \$44,975. Fruit, 6,046 bushels. Hay cut, 1,079 tons.

DUDLEY.

Three woollen mills, with eight sets of machinery, and manufactures of saddlery, trunks, chairs, cabinet-ware, leather, boots, shoes, building stone, &c. Value of woollen goods manufactured, \$119,250. Fruit raised, 3,287 bushels. Hay cut, 2,262 tons.

FITCHBURG.

There were in this town three cotton mills, with 3,306 spindles; three woollen mills, with eight sets of machinery; three paper mills, one forge, a furnace, and manufactures of cot-

ton, woollen, and other machinery, scythes, axes, ploughs, saddlery, trunks, upholstery, hats, caps, cars and other carriages, soap, candles, fire-arms, tin and cabinet-wares, chairs, flour, leather, boots, shoes, straw braid, palm-leaf hats, bricks, building stone, lumber, bellows, wire sieves, powder casks, baskets, &c. Value of cotton goods manufactured, \$43,737; of woollen goods, \$180,205; of iron castings, &c., \$15,000; of scythes, \$33,150; of paper, \$33,500; of cars and other carriages, \$23,000; of boots and shoes, \$10,600; of building stone, \$12,000; of lumber prepared, \$17,576. Fruit raised, 10,446 bushels. Hay cut, 2,551 tons.

GARDNER.

Here were twenty establishments for the manufacture of chairs and cabinet-ware, employing 119 males, and 478 females; value produced, \$110,723. Here were also manufactures of boots, shoes, wooden-ware, chair tools, &c. Value of lumber prepared, \$12,444. Fruit raised, 2,910 bushels. Hay cut, 1,306 tons.

GRAFTON.

There were six cotton mills at this place, with 16,825 spindles; value of goods manufactured, \$204,550. Value of cotton, woollen, and other machinery manufactured, \$20,000; of leather tanned and curried, \$31,608; of boots and shoes, \$250,575. Also manufactures of scythes, wood screws, wagons, chairs, tin and cabinet-wares straw braid, palm-leaf hats, shoe tools, bricks, &c. Value of fruit, \$6,221, 14,337 bushels. Value of milk sold, \$4,824. Hay cut, 2,554 tons.

HARDWICK.

There were two tanneries in this town, and manufactures of palm-leaf hats to the value of \$30,000. Value of fruit, \$1,971; of butter and cheese, \$18,292. Hay cut, 3,926 tons.

HARVARD.

In this town were three paper mills, and manufactures of woollen goods, saddlery, trunks, carriages, leather, boots, shoes, palm-leaf hats, building stone, marble, brooms, lumber, pencils, sieves, gloves, socks, fans, mats, trusses, &c. Fruit raised, 9,132 bushels; hops, 41,285 pounds. Hay cut, 2,808 tons.

HOLDEN.

There were five cotton mills, with 6,308 spindles; two woollen mills, two tanneries, and manufactures of cars and other carriages, leather, boots, shoes, palm-leaf hats, whips, wooden-ware, sashes, blinds, doors, &c. Value of cotton goods, \$105,860; value of woollen goods, \$18,660; of carriages, \$8,000; of boots and shoes, \$51,187; of lumber prepared, \$30,806; of fruit raised, \$4,000; of charcoal made, \$1,884, 31,400 bushels. Hay cut, 2,400 tons.

HUBBARDSTON.

Value of palm-leaf hats manufactured, \$10,485; value of boots and shoes, \$20,700; chairs and cabinet-ware, \$16,733. Other manufactures consisted of saddlery, trunks, cars and other carriages, tin-ware, leather, card boards, air-tight stoves, cylinder churns, boxes, &c. Fruit, 15,062 bushels; value, \$1,546. Hay cut, 2,785 tons.

LANCASTER.

One cotton mill, one woollen mill, one bleaching establishment, and manufactures of worsted goods, cotton, woollen, and other machinery, copper pumps, shovels, spades, hoes, forks, saddlery, trunks, chairs, cabinet and tin-ware, combs, leather, boots, shoes, palm-leaf hats, mechanics' tools, brooms, bricks, &c. Value of cotton goods, (counterpanes,) \$40,000; of bleached goods, \$40,000; of coach lace, \$36,000; of machinery, \$20,000; of combs, \$16,200; of boots and

shoes, \$17,750; of fruit, \$800; hops, \$305. Hay cut, 1,842 tons.

LEICESTER.

In this place were seven woollen mills, with 14 sets of machinery, and manufactures of cotton, woollen, and other machinery, tin-ware, boots, shoes, straw braid, wire, card boards, bobbins, &c. The value of cards manufactured, amounted to \$154,700; of leather, \$16,500; of scythes, \$13,725; of broadcloth, cassimere, satin, and flannel, \$250,000. Fruit raised, 2,554 bushels. Hay cut, 1,879 tons.

LEOMINSTER.

Two paper mills, and manufactures of axes, ploughs, carriages, tin-ware, combs, flour, leather, boots, shoes, palm-leaf hats, bricks, mechanics' tools, brooms, blocks, pumps, baskets, straw braid, building stone, horn buttons, &c. Value of paper manufactured, \$30,000; of fruit raised, \$3,054. Hay cut, 2,854 tons.

LUNENBURG.

Manufactures of palm-leaf hats, leather, boots, shoes, chairs, cabinet-ware, wagons, lumber, &c. Hops raised, 20,762 pounds; fruit, 7,825 bushels. Hay cut, 2,022 tons.

MENDON.

Manufactures of boots, shoes, straw braid, saddlery, trunks, wagons, sleighs, chairs, cabinet-ware, boats, boot-boxes, lumber, building stone, &c. Value of boots and shoes, \$53,896; of fruit, (7,529 bushels,) \$3,245. Hay cut, 1,418 tons.

MILFORD.

The value of boots and shoes manufactured in this town, was \$373,835 of straw braid and bonnets, \$14,000. There were also manufactures of cabinet-ware, tin, soap, hats, saddlery, leather, mechanics' tools, building stone, lumber, boot-boxes, &c. Fruit

13,552 bushels; value, \$5,000. Hay cut, 1,538 tons.

MILLBURY.

There were three cotton mills in this town, with 5,500 spindles; five woollen mills, with 15 sets of machinery; a mill for the manufacture of cotton carpeting, a furnace, a paper mill, and manufactures of cotton, woollen, and other machinery, scythes, cutlery, shovels, spades, forks, hoes, saddlery, trunks, hats, caps, cars and other carriages, black lead, fire-arms, chairs, cabinet and tin-ware, leather, boots, shoes, bricks, mechanics' tools, building stone, sashes, doors, blinds, &c. Fruit raised, 2,810 bushels; value, \$1,405. Hay cut, 1,474 tons. Value of cotton goods, \$76,400; of woollen goods, \$240,750; of cotton carpeting, \$67,500; of machinery, \$32,000; of paper, \$22,140; of leather, \$12,000; of boots and shoes, \$73,195.

NEW BRAINTREE.

Here were manufactures of leather, boots, shoes, palm-leaf hats, spoke-shaves, &c. Value of butter and cheese, \$20,940; of fruit, \$2,520. Hay cut, 3,210 tons.

NORTHBOROUGH.

Two cotton mills, with 2,345 spindles; value of cotton cloth, \$26,029. Also manufactures of rifles, cabinet-ware, saddlery, trunks, combs, leather, boots, shoes, blocks, pumps, bricks, sleighs. Fruit, 9,207 bushels. Hay cut, 1,787 tons.

NORTHBRIDGE.

Five cotton mills, with 9,080 spindles, and manufactures of cotton, woollen, and other machinery, leather, boots, shoes, building stone, &c. Value of boots and shoes manufactured, \$53,300. Value of cotton goods, \$125,220. Fruit raised, 1,700 bushels. Hay cut, 900 tons. There were 7,462 bushels of grain raised, valued at \$4,449.

NORTH BROOKFIELD.

The value of boots and shoes made in this town, was \$329,204, employing 324 males, and 231 females. There were also manufactures of leather, cars and other carriages, mechanics' tools, building stone, lumber, &c. Also one woollen mill; value of goods, \$4,327. Value of fruit, (8,790 bushels,) \$2,674. Hay cut, 2,583 tons.

OAKHAM.

There were manufactures in this town of satinets, ploughs, chairs, saddlery, trunks, cabinet-ware, boots, shoes, palm-leaf hats, twist, wire sieves, &c. Value of shoe bottoms manufactured, \$10,500. Fruit raised, 8,302 bushels. Hay cut, 2,050 tons.

OXFORD.

Four cotton mills, with 8,040 spindles; two woollen mills, with seven sets of machinery, and manufactures of axes, saddlery, trunks, tin-ware, boots, shoes, mathematical instruments, lumber, &c. The value of cotton goods manufactured, was \$94,097; of woollen goods, \$113,897; of boots and shoes, \$49,235; of lumber prepared, \$8,023. Fruit, 8,200 bushels. Hay, 2,941 tons.

PAXTON.

Manufactures of leather, boots, shoes, &c. Value of lumber and firewood prepared, \$8,232. Value of butter and cheese, \$3,325. Fruit raised, 1,132 bushels. Hay cut, 1,005 tons.

PETERSHAM.

One woollen mill; value of goods, \$5,000. Value of boots and shoes, \$10,369. Manufactures of ploughs, carriages, cabinet and tin-ware, chairs, leather, bricks, blocks, pumps, &c. Value of lumber, \$17,822; value of palm-leaf hats, \$14,953. Fruit, 23,542 bushels. Hay cut, 3,634 tons.

PHILLIPSTON.

One cotton mill, with 744 spindles; one woollen mill; value of cotton goods, \$13,000. Manufactures of sleighs, cabinet-ware, chairs, and cane chair bottoms, leather, boots, shoes, palm-leaf hats, &c. Value of palm-leaf hats, \$10,000. Fruit, 10,000 bushels. Hay cut, 1,700 tons.

PRINCETON.

Two tanneries; value of leather tanned and curried, \$25,000. Value of shoes made, \$33,000; of chairs made, \$5,800; of ploughs, \$450; of lumber prepared, \$8,400; of butter and cheese, \$9,000. Fruit raised, 5,000 bushels. Hay cut, 4,000 tons.

ROYALSTON.

In this town were two woollen mills, with five sets of machinery; value of goods made, \$59,590; value of chairs and cabinet-ware manufactured, \$14,185. Also manufactures of leather, boots, shoes, straw bonnets, hats, blocks and pumps. Value of wooden-ware, \$20,090; of lumber prepared, \$15,115. Also manufactures of brush-woods, shoe-boxes, rakes, palm-leaf hats, stave machines, &c. Fruit, 7,631 bushels. Hay cut, 2,866 tons.

RUTLAND.

One woollen mill, and manufactures of cars and other carriages, chairs, cabinet-ware, leather, boots, palm-leaf hats, wooden-ware, &c. Value of woollen goods, \$20,000; of carriages, \$6,800; of boots, \$39,400; of palm-leaf hats, \$6,000; of lumber and fire-wood prepared, \$12,400. Fruit, 3,000 bushels. Hay cut, 2,400 tons.

SHREWSBURY.

Manufactures of straw bonnets, leather, cabinet-ware, fire-arms, hats, saddlery, &c. The value of shoes made here, amounted to \$97,617. Fruit raised, 20,818 bushels; value, \$11,274. Hay cut, 2,299 tons.

SOUTHBOROUGH.

Value of boots and shoes manufactured, \$52,202; value of straw bonnets and hats, \$16,000; value of brushes made, \$2,500. Milk sold 68,912 gallons, for \$5,513. Fruit, 8,900 bushels. Hay cut, 1,118 tons.

SOUTHBRIDGE.

In this town were six cotton mills with 13,098 spindles; one woollen mill, and manufactures of soap, candles, chairs, tin and cabinet-wares, gold and silver-wares, boots, shoes, bricks, saddlery, &c. The value of cotton goods manufactured, was \$134,000; of woollen goods, \$300,800; of water-twisted kersey, \$11,617; of worsted goods, \$195,000; of boots and shoes, \$11,367. Fruit raised, 9,696 bushels; value, \$1,444. Hay cut, 2,026 tons.

SPENCER.

Three cotton mills, with 1,200 spindles; one woollen mill, one powder mill, and manufactures of scythes, cabinet-ware, chairs, leather, boots, palm-leaf hats, bricks, &c. Value of cotton goods, \$22,250; of powder manufactured, \$15,000; of boots, \$93,100; of fruit raised, \$1,370. Hay cut, 2,662 tons.

STERLING.

The value of chairs and cabinet ware made in this town was \$41,050; value of palm-leaf hats, \$29,000; of lumber prepared, \$10,357; of butter made, \$12,657, (75,145 lbs.) of fruit, \$3,723; of hops, (1,000 lbs.) \$100. Hay cut, 3321 tons. Also manufactures of flour, leather, boots, shoes, saddlery, hats, caps, carriages, bricks, building stone, wooden and earthen wares, &c.

STURBRIDGE.

In this place, were four cotton mills, with 12,320 spindles, two tanneries, and manufactures of ploughs,

saddlery, wagons and other vehicles, chairs, cabinet ware, tin, leather, boots, shoes, lumber, &c. The value of augers and bitts manufactured amounted to \$9,375; of cotton goods, \$118,000. Quantity of fruit, 13,191 bushels. Value of boots and shoes made, \$16,178. Hay cut, 3,181 tons.

SUTTON.

At this place were four cotton mills, with 8,336 spindles; one woollen mill, with two sets of machinery. Value of cotton goods, \$108,000; value of woollen goods, \$30,000. Value of boots and shoes manufactured, \$60,860. Also one flouring mill, and manufactures of saddlery, scythes, ploughs, mechanics' tools, &c. Fruit raised, 5,046 bushels. Hay cut, 2,579 tons.

TEMPLETON.

Here were two woollen mills, with 7 sets of machinery; value of woollen goods made, \$180,000. Also a furnace and manufactures of cotton, woollen, and other machinery, shovels, spades, forks, hoes, brushes, saddlery, trunks, hats, caps, carriages, tin and cabinet wares, chairs, leather, boots, shoes, palm-leaf hats, doors, sashes, blinds, packing boxes, metre cards and boxes, bricks, &c. Value of lumber prepared, \$20,000; value of chairs and cabinet-ware, \$34,330; palm-leaf hats, \$14,000; of boots and shoes, \$24,925. Value of fruit raised, \$1,136. Hay cut, 2,250 tons.

UPTON.

Manufactures of straw bonnets and hats, leather, boots, shoes, cars and other carriages, trunks, saddlery, mechanics' tools, wooden ware, lumber, &c. Value of straw goods, \$57,275; raised, of boots and shoes, \$41,357. Fruit 4,619 bushels; hay cut, 967 tons; cranberries picked, 600 bushels.

UXBRIDGE.

There were four cotton mills in this town, with 9,036 spindles; five wool-

len mills, with 14 sets of machinery; and manufactures of boots, shoes, straw bonnets and hats, leather, flour, tin, copper, and sheet iron; coaches and other carriages, cabinet-ware, trunks, saddlery, bricks, building stones, lumber, &c. Value of cotton goods, \$82,625; of woollen goods, \$236,632; of boots and shoes, \$20,800; of fruit, (8,866 bushels,) \$3,646; of butter, (44,500 lbs.,) \$7,416. Hay cut, 2,110 tons.

WARREN.

One cotton mill with 1,700 spindles, one woollen mill, one forge, and manufactures of scythes, anchors, chain cables, hats, caps, boots, shoes, lumber, &c. Value of cotton goods, \$17,000; of woollen goods, \$8,625; of butter and cheese, \$12,205; fruit, raised, 12,596 bushels; hay cut, 2,663 tons.

WEBSTER.

Here were three cotton mills with 9,328 spindles; one woollen mill, with five sets of machinery, one forge, a furnace, and manufactures of boots, shoes, tin and cabinet ware, chairs, soap, candles, cars and other carriages, caps, trunks, saddlery, lumber, sheet iron stoves, stove pipe, copper boilers, baskets, wooden ware, &c. Value of cotton goods, \$111,356; of woollen goods, \$156,443; of hollow-ware, castings, bar iron, anchors, &c., \$8,700. Fruit raised, 3,469 bushels; hay cut, 512 tons.

WESTBOROUGH.

The value of boots and shoes manufactured in this town, amounted to \$84,699; of cars, and other carriages, \$13,222. Also manufactures of tin and cabinet-wares, chairs, trunks, saddlery, straw-cutters, boxes, leather, straw bonnets and hats, bricks, building stone, lumber, &c. Value of fruit, \$1,725; milk produced, 377,192 gallons, value, \$34,045. Hay cut, 2,303 tons. Number of bushels of grain raised, 20,114; value, \$12,346.

WEST BOYLSTON.

Here were six cotton mills, with 8,220 spindles, seven forges. Also manufactures of cordage, saddlery, trunks, carriages, leather, boots, shoes, lumber, &c. Value of cotton goods, \$118,360; of bar iron, anchors, &c., \$2,900; of boots and shoes, \$11,316. Value of fruit, \$900. Hay cut, 1,354 tons.

WESTMINSTER.

Manufactures of leather, boots, shoes, straw bonnets and hats, carriages, chairs, cabinet-ware mechanics' tools, wooden-ware, lumber, &c. Fruit raised, 19,253 bushels; butter made, 39,925 lbs. Hay cut, 2,710 tons. There were produced in this town, 5,243 bushels of corn, 1,058 bushels of wheat, and 6,917 bushels of other grain. Value of grain, \$9,650. Also, 13,285 bushels of potatoes, and 4,563 bushels of other esculent vegetables.

WINCHENDON.

One cotton mill with 4,600 spindles; one woollen mill, with three sets of machinery. Also manufactures of cotton, woollen, and other machinery, saddlery, trunks, carriages, leather, palm-leaf hats, wooden-ware, lumber, pails, tubs, &c. Value of cotton goods, \$79,800; of woollen goods, \$100,000; of machinery, \$13,000; of leather, \$10,000; of palm-leaf goods, \$14,285; of lumber prepared, \$12,572. There were manufactured in this place 375,000 tubs and pails, valued at \$62,000. Hay cut, 2,250 tons.

WORCESTER.

Three cotton mills, with 4,800 spindles; six woollen mills, with eleven sets of machinery; one carpet factory, one paper-mill, and establishments for the manufacture of hollow-ware, and castings; cotton, woollen, and other machinery; card wire, cotton carpeting, saddlery, trunks, cars and other carriages, locks, ploughs, brass and tin-ware; hats, caps, cordage, cards, soap, candles, chairs, cabinet-ware, boots, shoes, straw bonnets and hats, tobacco, &c.; whips, mechanics' tools, wooden-ware; machine card, hand card, and letter presses; patent water-wheels, sashes, doors, blinds, fancy boxes, paper-hangings, window-blinds, musical instruments; marble monuments, japan and varnish, silver-plated ware, sieve and wire-work, reeds and harnesses, nuts and washers, umbrellas, trusses, copper and wood pumps, &c. Value of cotton goods, \$45,184; of woollen goods, \$194,040; of iron-ware, \$134,500; of machinery, \$310,000; of card wire, \$110,000; of ploughs, \$48,000; of paper, \$30,000; of hats and caps, \$24,752; of cards, \$22,000; of cars and other carriages, \$221,100; of chairs and cabinet-ware, \$27,500; of tin-ware, \$38,500; of boots and shoes, \$288,550; of straw bonnets and hats, \$10,000; of bricks, \$28,000; of cotton carpetings, \$26,000; of building stone, \$23,500; of mechanics' tools, \$12,000; of presses, \$25,500; of door and other carpentry, \$16,500. Fruit raised, 27,604 bushels, value, \$9,201; butter made, 97,300 lbs., value, \$16,217. The value of grain produced in this town, was \$24,897; of vegetables, \$25,980, and of hay, (5,100 tons,) \$51,000.

We rejoice to have it in our power to lay before our readers such valuable statements of the domestic industry of the state, as the foregoing abstracts and following tables present. The prices of the various articles, amount of capital invested in manufacturing, &c., are omitted as unnecessary;—enough is given to show that the people of Massachusetts are alive to the best interests of their country.

STATISTICS, BY COUNTIES, OF SOME OF THE MOST IMPORTANT BRANCHES OF AGRICULTURE AND MANUFACTURES IN THE STATE OF MASSACHUSETTS.

Statistics of the Manufacture of Leather, Boots and Shoes.

COUNTIES.	TANNERIES.			BOOTS AND SHOES.			
	Tanneries.	Hides tanned.	Hands employed.	Number of pairs of Boots.	Number of pairs of Shoes.	Males employed.	Females employed.
Barnstable, ...	6	7,600	11	3,705	17,500	96	31
Berkshire, ...	37	46,746	107	16,178	69,370	237	51
Bristol, ...	23	12,306	46	46,732	130,246	378	146
Dukes, ...	1	700	3	240	1,790	9	
Essex, ...	147	926,649	785	1,228,170	8,380,769	9867	8975
Franklin, ...	33	38,932	90	34,315	35,020	190	33
Hampden, ...	27	39,001	80	9,942	50,697	138	18
Hampshire, ...	23	51,920	92	20,867	19,293	132	23
Middlesex, ...	36	113,331	263	321,450	3,090,635	4098	3016
Nantucket, ...				370	2,300	11	3
Norfolk, ...	41	400,480	234	832,834	1,024,464	3736	2098
Plymouth, ...	15	8,183	26	320,850	2,199,030	3812	2337
Suffolk, ...	21		102	32,479	47,631	287	78
Worcester, ...	63	110,010	204	900,028	2,059,407	4208	1869
	473	1,755,858	2043	3,768,160	17,128,152	27,199	18,678

Statistics of the Manufacture of Straw and Palm-Leaf.

COUNTIES.	STRAW BONNETS AND HATS, STRAW BRAID AND PALM-LEAF HATS.					
	No. of st'w bonnets and hats.	Value of straw bonnets and hats.	Val. of st'w braid man-uf'd & not made into bonnets or hats.	Number of palm-leaf hats.	Value of palm-leaf hats.	Females employed.
Barnstable, ...				17,459	2,278	432
Berkshire, ...	357	400		7,729	1,343	20
Bristol, ...	147,703	85,238	14,497			1,917
Dukes, ...						
Essex, ...	225	520		2,015	491	34
Franklin, ...	4,012	406	2,488	673,163	99,144	2,702
Hampden, ...			150	91,593	15,362	301
Hampshire, ...	48,500	118,000		772,732	141,356	1,669
Middlesex, ...	64,437	58,296	31,314	93,343	16,277	1,206
Nantucket, ...						
Norfolk, ...	619,455	645,692	4,608		4,015	744
Plymouth, ...	25,654	40,749	1,253	465	110	250
Suffolk, ...	15,669	17,550				64
Worcester, ...	120,942	91,041	48,057	1,186,765	208,861	3,972
	1,046,954	\$ 1,057,892	\$ 102,367	2,845,264	\$ 489,237	13,311

Statistics of the Manufacture of Cotton Goods.

COUNTIES.	Cotton Mills.	Cotton Spindles.	Pounds of Cotton consumed.	Yards of Cotton Cloth.	Pounds of Cotton Yarn not made into Cloth.	Pounds of Cotton Thread.	Pounds of Cotton Baling.	Pounds of Pelase Wadding.	Yards of Cotton Flannel.	Males employed.	Females employed.
Barnstable,	1	466	11,700	7,861,910	10,000	..	1,500	..	..	377	5
Berkshire,	27*	37,926	1,508,151	7,861,910	157,476	..	47,414	..	..	958	650
Bristol,	50	153,930	5,606,205	19,236,838	280,148	62,676	588,575	5,200	398,695	..	1549
Dukes,	..	..	..	..	..	..	..	..	..	..	..
Essex,	8	51,118	1,950,415	6,633,069	..	..	..	..	..	325	859
Franklin,	5	9,316	535,800	2,455,169	23,240	..	2,525	..	..	67	156
Hampden,	19	104,436	7,721,537	24,392,629	30,000	1,676	7,951	..	..	869	1810
Hampshire,	7†	1,952	200,000	..	175,839	..	2,500	..	..	13	27
Middlesex,	42	236,084	28,058,643	79,572,175	123,900	..	810,000	21,000	2,000,000	1539	6547
Nantucket,	..	..	..	..	..	..	..	..	..	..	..
Norfolk,	45‡	33,441	2,642,953	4,863,564	58,500	284,770	697,000	102,000	320,000	357	534
Plymouth,	13§	9,674	456,104	776,697	79,440	..	38,800	..	..	77	152
Suffolk,	..	..	..	..	..	..	..	..	..	..	..
Worcester,	85	179,140	8,210,446	29,890,868	441,483	94,092	310,300	48,000	..	1721	2118
	302	817,483	56,901,954	175,682,919	1,360,026	443,214	2,506,565	176,200	2,718,695	6,303	14,407

* Including 2 Mills in Tyngham; Spindles, 500; Capital, \$3,500; just commenced; no manufactures returned.

† Including 3 Mills in Ware; Capital, \$150,000; further information refused.

‡ Including 3 Mills in Sloughon; concerning which information is refused.

§ Including 2 Mills in Wareham; Capital, \$5,000. Not in operation.

Statistics of the Manufacture of Woollen Goods.

COUNTIES.	Woollen Mills.	Seis of Woollen Machinery.	Pounds of Wool Consumed.	Yards of Broad-cloth.	Yards of Cassimere.	Yards of Saitinet.	Yards of Kentucky Jeans.	Yards of Flannel, or Blanketing.	Pinds of Woollen Yarn not made into cloth.	Yards of goods not specified.	Males employed.	Females employed.
Barnstable, ...	3	4	41,100	189,000	80,240	7,300	200,000	52,000	4,000		14	17
Berkshire, ...	22	55	1,429,900		220,000	946,900		2,293			417	304
Bristol, ...	3	12	284,000			47,000		40,000			76	44
Dukes, ...												
Essex, ...	16	103	2,292,500		7,250	110,000	5,000	2,635,400	100,000	700,000	539	650
Franklin, ...	10	15	297,000		100,000	186,300	55,500	2,476	100	2,000	105	76
Hampden, ...				12,000			192,000	4,000			123	98
Hampshire, ...	23	44	494,500		157,298	447,000	304,000	105,400			363	266
Middlesex, ...			860,700	104,036	573,874	194,100	210,000	1,235,141	120,935		656	897
Nantucket, ...	15	72	4,201,500	160,100		100,000						
Norfolk, ...	*12	23	607,475	6,666	328,321	238,300	100,000		12,000		138	116
Plymouth, ...					75,000	40,720			11,510		48	42
Suffolk, ...	4	8	113,293					172				
Worcester, ...	59	158	4,765,480	550,557	909,465	1,241,100	585,845	414,055	7,660		1422	961
TOTAL.	178	514	15,387,448	1,022,359	2,451,458	3,558,720	1,632,345	4,490,937	256,205	702,000	3901	3471

* Including one Mill in the town of Sloughton, the owners of which refuse any information.

Statistics of the Manufacture of Iron Goods.

COUNTIES.	ROLLING, SLITTING, AND NAIL MILLS.					FORGES, AND PIG IRON.					HOLLOW WARE AND CASTINGS.				
	Rolling, Slitting, and Nail mills.	Tons of iron not made into nails.	Machines for the manufacture of Nails.	Pounds of Nails.	Hands employed.	No. of Forges.	Tons of Bar Iron, Anchors, Chain Cables, and other articles of wrought Iron.	Hands employed.	No. of Furnaces for the manufacture of Pig Iron.	No. of Furnaces for the manufacture of Hollow Ware and Castings other than Pig Iron.	Tons of Hollow Ware and Castings other than Pig Iron.	Hands employed.			
Barnstable,	1	25	3	10,000	2	10	765	14	4	1	200	18			
Berkshire,	1	6400	142	11,869,800	545	5	260	55	4	10	622	34			
Bristol,	7					3		12		14	2714	216			
Dukes,															
Essex,	1	1000			11	68	2284	91		3	325	23			
Franklin,										5	290	12			
Hampden,										5	1350	51			
Hampshire,		600	42	2,512,000	121	9	259	20		4	220	14			
Middlesex,	3									9	2855	158			
Nantucket,		3233	115	10,314,600	380	20	529	99		5	2375	113			
Norfolk,	9	3684	238	12,396,000	670	22	2634	82		17	2401	134			
Plymouth,	11					1	400	25		7	4145	285			
Suffolk,						14	1424	24		11	2505	189			
Worcester,															
	32	14,942	540	37,102,400	1729	152	5218	422	4	91	20,002	1267			

Statistics of the Manufacture of Chairs, Cabinet and Tin Wares.

COUNTIES.	CHAIRS AND CABINET WARE.			TIN.		
	Chair and cabinet ware man-ufactories.	Value of chairs and cab't-ware.	Hands employed.	Tin-ware manufac's.	Val. of tin-ware.	Hands employed.
Barnstable, ...	3	\$ 1,350	4	7	\$ 5,750	12
Berkshire, ...	27	52,770	86	10	21,100	21
Bristol, ...	14	24,050	45	17	55,500	48
Dukes, ...				2	1,000	2
Essex, ...	66	199,605	318	30	77,900	82
Franklin, ...	18	37,734	63	2	2,500	3
Hampden, ...	11	26,560	38	9	46,500	32
Hampshire, ...	13	19,750	40	6	11,300	18
Middlesex, ...	40	264,550	320	33	90,400	103
Nantucket, ...				7	4,000	12
Norfolk, ...	52	240,271	317	18	31,400	51
Plymouth, ...	15	54,425	79	9	18,574	36
Suffolk, ...	35	163,400	159	54	357,250	221
Worcester, ...	155	392,214	1125	27	70,450	78
	449	\$ 1,476,679	2594	231	\$ 793,624	719

Statistics of Grain.

COUNTIES.	Bushels of Ind'n corn or maize.	Bushels of wheat.	Bushels of rye.	Bushels of barley.	Bushels of oats.	Bushels of buckw'ht.
Barnstable, ...	76,340	438	17,092	2,722	7,719	
Berkshire, ...	172,546	7,026	59,026	7,824	339,625	4,963
Bristol, ...	139,392	33	15,165	1,723	46,789	
Dukes, ...	12,615		1,167	131	2,738	
Essex, ...	172,618	2,674	16,448	9,908	50,341	
Franklin, ...	193,652	8,139	52,827	8,680	109,377	2,825
Hampden, ...	180,155	5,878	77,677	401	141,006	15,992
Hampshire, ...	188,441	6,254	60,627	4,014	101,368	4,553
Middlesex, ...	250,028	1,952	49,887	15,257	91,982	1,436
Nantucket, ...	500					
Norfolk, ...	85,569	191	14,240	5,474	14,600	
Plymouth, ...	121,301	647	21,111	3,830	24,871	
Suffolk, ...	700		200	50		
Worcester, ...	391,358	14,754	61,458	61,917	307,743	2,505
	1,985,215	47,986	446,925	121,931	1,238,159	32,274

Statistics of Sheep, Wool, Horses, Neat Cattle, and Swine.

Counties.	SHEEP AND WOOL.							HORSES, CATTLE AND SWINE.			
	Saxony Sheep.	Merino Sheep.	Other kinds of Sheep.	Total number of Sheep.	Pounds of Saxony Wool.	Pounds of Merino Wool.	Pounds of all other Wool.	Total number of pounds of wool.	Horses.	Neat Cattle.	Swine.
Barnstable,	100		3,216	3,316	300		8,391	8,691	1,695	6,655	3,698
Berkshire,	21,246	84,891	27,266	133,403	53,696	254,945	78,326	386,967	6,084	32,687	9,427
Bristol,	31	711	9,144	9,886	136	1,974	23,685	25,795	5,342	15,285	10,474
Dukes,		2,449	9,228	11,677		5,650	21,045	26,695	304	1,820	719
Essex,		425	4,467	4,892		1,230	62,046	63,276	5,140	21,166	10,090
Franklin,	870	21,661	25,879	48,410	8,432	64,152	77,457	150,049	3,775	25,653	6,616
Hampden,	165	12,285	13,462	25,912	400	34,013	39,014	73,427	3,993	22,351	7,232
Hampshire,	11,031	37,510	25,160	73,701	29,098	109,146	33,781	172,025	4,300	20,532	6,244
Middlesex,	46	296	4,086	4,428	121	813	12,773	13,707	9,776	34,728	14,566
Nantucket,			7,500	7,500			1,600	1,600	442	1,053	1,304
Norfolk,		408	1,036	1,444		1,442	2,102	3,544	5,886	13,795	9,288
Plymouth,	15	428	9,464	9,907	42	1,268	26,556	27,866	4,185	14,615	7,736
Suffolk,			15,732	20,467	993	12,417	49,186	62,596	3,873	366	1,010
Worcester,	371	4,364							10,386	65,843	16,336
	33,875	165,428	155,640	354,943	93,218	487,050	435,962	1,016,230	65,181	276,549	104,740

Statistics of Butter, Cheese, Vegetables, Hay, &c.

COUNTIES.	BUTTER.		CHEESE.		VEGETABLES, HAY, &c.					FRUIT.		MAPLE SUGAR.
	Pounds of But-ter.	Pounds of Cheese.	Busbels of Potatoes.	Busbels of other Vegetables.	Tons of Hay.	Pounds of Flax.	Busbels of Fruit.	Value of Fruit.	Pounds of Maple Sugar.			
Barnstable,	176,484	9,679	90,455	47,757	14,134	4222	13,248	5,835	248,060			
Berkshire,	990,776	2,034,952	329,891	36,614	88,747	10	183,356	23,936	248,060			
Bristol,	323,497	136,544	429,429	77,432	24,918	10	126,011	29,333	248,060			
Dukes,	19,926	5,520	21,185	14,246	2,045	53	2,020	883	248,060			
Essex,	602,611	205,389	515,431	265,185	55,907	53	468,370	112,130	248,060			
Franklin,	699,644	517,629	267,588	20,171	50,472	1081	163,851	23,136	300,679			
Hampden,	623,354	704,546	303,996	44,766	44,432	505	274,224	29,617	22,300			
Hampshire,	739,663	388,956	237,689	28,905	48,365	25	110,980	23,388	248,060			
Middlesex,	1,038,434	188,430	871,723	605,334	77,574	..	687,563	221,070	248,060			
Nantucket,	30,000	..	6,000	7,000	3,500	..	..	..	248,060			
Norfolk,	318,629	121,521	396,924	281,640	33,809	..	305,273	120,748	248,060			
Plymouth,	372,384	178,832	414,896	68,225	29,550	..	125,644	33,820	248,060			
Suffolk,	..	..	6,000	..	1,453	..	2,800	2,100	248,060			
Worcester,	1,753,154	2,748,639	875,908	107,514	128,576	..	516,803	118,544	2,000			
	7,688,556	7,262,637	4,767,115	1,604,789	603,482	5896	2,980,143	\$ 744,540	573,048			

In addition to the articles manufactured, and other products, as exhibited in the foregoing tables, are the following, with their value, and the number of hands employed.

ARTICLES.	Value.	Hands empl.	ARTICLES.	Value.	Hands empl.
Axes, Hatchets, and other edge tools, . .	94,441	94	Hats and caps, . . .	734,942	1,003
Beef, &c., killed, . .	225,918		Honey, ...	13,206	
Beeswax, ...	981		Hops, ...	32,251	
Berries, ...	10,842		Hosiery and yarn, . .	94,892	238
Blacking, ...	10,422	35	Instruments, mathe-		
Bleaching or coloring, .	2,166,000	211	matical, &c., . . .	54,050	68
Blocks and pumps, . .	127,249	204	Iron railing, fences, and safes, ...	129,300	87
Boats, ...	82,943	164	Jewelry, includ. chro-		
Boxes of all kinds, . .	215,105	235	nometers, watches, gold and silver ware, .	305,623	293
Brass articles, . . .	331,890	145	Lasts, ...	80,145	84
Bricks, ...	612,832	1,407	Latches and door handles, ...	3,200	10
Britannia ware, . . .	102,550	93	Lead pipe, and lead manufactures, . . .	90,880	50
Broom seed and brush, .	86,111		Lead, white, & paints, .	356,200	106
Brooms, ...	200,814	313	Lime, ...	43,629	80
Brushes, ...	153,900	220	Linen thread, ...	145,000	192
Buttons, metal, . . .	56,080	60	Linseed oil, ...	181,100	34
Butts or hinges, . . .	25,390	49	Locks, ...	60,070	75
Calico, ...	4,779,817	2,053	Lumber and shingles, .	921,106	2,506
Candles sperm, and oil soap, ...	3,613,796	306	Machinery, ...	2,022,648	2,421
Candles, tallow, and soap, ...	836,156	343	Marble, ...	220,004	312
Cannon, ...	82,000	48	Milk, ...	304,917	
Cards, cotton & wool, .	323,845	147	Millet, ...	8,476	
Carpeting, ...	834,322	1,034	Musical instruments, .	548,625	427
Cars, rail-road carriages, and other vehicles, ...	1,343,576	1,881	Paper, ...	1,750,273	1,369
Chemical preparations .	331,965	113	Pens, steel, ...	15,000	12
Chocolate, ...	81,672	27	Ploughs and other agricultural tools, . .	121,691	158
Clocks, ...	54,975	40	Poultry and eggs, . .	25,891	
Coal, mineral and iron ore, ...	21,669	78	Powder, ...	165,500	49
Combs, ...	198,965	340	Saddles, harnesses and trunks, ...	422,794	648
Cooperage, ...	269,935	487	Salt, ...	79,980	584
Copper, ...	610,950	197	Sashes, blinds, & doors	180,181	215
Cordage, ...	906,321	647	Scythes, ...	113,935	171
Cutlery, ...	148,175	197	Seeds, ...	4,721	
Dyeing, ...	98,700	114	Shoe pegs, ...	18,206	
Earthen & stone ware, .	52,025	72	Shovels, spades, forks and hoes, ...	275,212	259
Engines, fire, ...	37,800	42	Silk, raw, ...	952	
Engines and boilers, steam, ...	208,546	221	Silk, sewing, ...	150,477	156
Fire arms, ...	260,819	357	Snuff, tobacco and cigars, ...	324,639	572
Fringe and tassels, . .	54,300	106	Starch, ...	119,950	39
Gins, cotton, ...	45,444	48	Stone, building, . . .	1,065,599	1,849
Glass, ...	758,300	630			
Glue, ...	387,575	93			

ARTICLES.	Value.	Hands empl.	ARTICLES.	Value.	Hands empl.
Sugar, refined, . . .	940,000	106	Whips, ...	111,947	526
Tacks and brads, . . .	253,687	269	Wood (fire), bark and charcoal, ...	1,088,656	2,925
Teazles, raised, . . .	3,308		Wooden ware, ...	416,366	806
Tobacco, do.	16,686		Worsted goods, . . .	654,566	846
Tools, mechanics', . .	161,899	256			
Upholstery, ...	354,261	275			

There are a number of articles, not included in any of the foregoing tables, which amount to \$4,758,384, employing 3,232 hands, and a capital of \$1,587,760. The articles consisted of stoves, bread, beer, books and stationery, balances, matches, lamps, pickles, paper-hangings, types, umbrellas, &c. &c. &c.

The total amount of manufactures, as returned by the assessors, and exhibited by the Secretary of State, is \$114,478,443; the capital invested as stated, was \$59,145,767, and the number of hands employed was 152,766.

It will be observed that in the aggregate amount of the domestic industry of the State, some articles are estimated or credited twice, as wool, with woollen goods; leather, with boots and shoes, &c. It will also be noticed that many important manufactures are entirely omitted in the accounts, and that no mention is made of the vast expenditures for buildings, and other improvements of a domestic character.

While these abstracts were preparing, many of them were shown to good judges of the manufacturing interests in the state, and it was their united opinion that the returns of the assessors were generally accurate, except in regard to the quantity and value of goods manufactured, which was thought to be much less than the actual amount in the spring of 1846.

NOTE.—In the foregoing Tables the value of some articles of manufacture are omitted. They are here given:—

Page 382.	Value of Leather, ...	\$3,836,657
" "	" " Boots and Shoes, ...	14,799,140
" 383.	" " Cotton Goods, ...	12,193,449
" 384.	" " Woollen Goods, ...	8,877,478
" 385.	" " Nails, ...	1,502,275
" "	" " Bar Iron, Chain Cables, &c., ...	538,966
" "	" " Pig Iron, ...	148,761
" "	" " Hollow Ware and Castings, ...	1,280,141

The prices of live stock, wool, grain, hay, butter, cheese, &c. &c., are generally so well known, that it is deemed unnecessary to state them; we however give the average prices of live stock, which were as follows:—Neat Cattle, \$19.26; Horses, \$52.94; Sheep, \$1 57; Swine, \$8.75. See page 387.

**PRICES OF SUNDRY ARTICLES OF MERCHANDISE, UNITED STATES BANK STOCK, AND EXCHANGE ON LONDON,
IN BOSTON, IN THE MONTH OF APRIL IN EACH YEAR, FOR A SERIES OF FIFTY YEARS;**

Commencing in 1795, and ending in 1844, with the average Prices for each 10 years, and their aggregate average for the whole series.

THE following TAXES or PRICES were carefully taken from our long established and most respectable journals. They are, in all cases, the highest wholesale prices quoted, and the articles of the best quality. The series of years here given are, perhaps, the most remarkable in the annals of the world for its great commercial and political changes. At the commencement of this period, the United States was in its infancy, not only as a nation, but as a commercial people.

After Jay's treaty of commerce and navigation with Great Britain, Nov. 19, 1794, the United States rose in commercial importance with unexampled rapidity. They not only enjoyed, for a number of years, a large commerce of their own, to all parts of the world, which their increasing resources afforded, but also enjoyed, as a neutral, the largest portion of the carrying trade to and from the colonies of the belligerent powers.

The whole continent of Europe was in a state of warfare from the commencement of the French revolution, in 1789, to the Battle of Waterloo, June 18, 1815, and the treaty of peace made by France, Great Britain, Russia, Austria and Prussia, on the 20th of November following.

During that long war, the commerce of the United States suffered exceedingly from the entire disregard of the belligerent nations to neutral rights. The British orders in council of May 16, 1806, and November 11, 1807, and the Berlin and Milan decrees of France, of November 21, 1806, and December 17, 1807, almost swept neutral commerce from the ocean.

The American embargo commenced December 22, 1807, and continued until the 1st March, 1809. Then followed a system of laws interdicting trade with France and Great Britain, which continued towards France until November 1st, 1810, when that power rescinded their decrees. The British orders in council were revoked June 23d, 1812; but the United States had declared war against Great Britain five days previous to that date. During

this war, it is stated, that the Americans captured 2500 British vessels, and of that number 1760 escaped recapture. A treaty of peace was concluded at Ghent on the 24th of December, 1814; the news of which reached this country on the 16th of February, 1815, and produced a greater revolution in prices of merchandise than had ever before occurred.

American commerce has been materially affected by the variations of the tariff. From the commencement of the government, in 1789, to the present time, the tariff laws, ever satisfying a part, but never satisfactory to the whole, have been changed, or *modified*, more than twenty times.

The prices of the articles of merchandise enumerated in the following tables, may be estimated at New York, Philadelphia, Baltimore, New Orleans, and other Atlantic cities, (with the exception of the years 1813 and 1814,) by adding or deducting the freight, insurance and other charges of transportation from port to port.

Intelligence of the state of the markets is so rapidly given, and our coasting vessels so numerous and alert, that speedy sales or exchange of cargo, rather than large profits, are generally expected.

Take, for example, the article of flour. During the year 1800, the average price of flour in New York was but 62 cents a barrel less than in Boston;—in 1810, it was 74 cents less; in 1820, 38 cents, and in 1830, 47 cents less than in Boston. In those years the aggregate average price of flour in the Boston and Philadelphia markets varied but 69 cents a barrel. In the years of war, 1813 and 1814, (in the absence of all internal improvement,) the aggregate average price of flour in Boston, was \$5.03 a barrel more than in New York, and \$5.61 more in Boston than in Philadelphia. In 1845, the freight of a barrel of flour from Albany to Boston, 200 miles, was 25 cents; from Buffalo to Boston, 521 miles, 85 cents; from Detroit, 948 miles, 105 cents, and from Chicago to the same place, 1683 miles, 125 cents.

PRICES OF FORTY ARTICLES FOR FIFTY YEARS.

	1795	1796	1797	1798	1799	1800	1801	1802	1803	1804	Av. for 50 yrs.
1. Ashes, Pearl, (2240 lbs.) . .	166.66	153.33	190.00	160.00	150.00	153.33	170.00	133.33	140.00	155.00	157.16
2. Bar, No. 1, ...	1.00	1.00	1.00	1.00	1.00	83	79	90	1.25	1.00	83
3. Brandy, French, ...	13.00	14.00	13.00	10.00	8.00	8.00	13.00	11.00	13.00	12.00	11.50
4. Brandy, French, ...	1.66	1.75	1.84	1.75	1.75	1.67	1.75	1.75	1.90	1.90	1.70
5. Coal, English, ...	21	25	25	25	24	30	25	26	28	28	24
6. Coffee, ...	22.00	23.00	24.00	18.00	20.00	28.00	23.12	22.40	23.25	24.78	24.78
7. Cocoa, ...	1.00	1.25	1.00	60	67	63	1.15	63	70	86	68
8. Corn, Northern, ...	33	30	30	36	36	40	30	25	19	18	29
9. Cotton, England, ...	16.00	15.00	18.00	22.00	17.00	16.00	21.00	15.00	20.00	22.00	18
10. Duck, Russia, ...	4.66	6.00	5.50	4.25	3.50	3.50	6.00	4.25	4.50	4.50	4.66
11. Fish, Cod, mer., ...	12.00	16.00	10.00	7.00	10.00	10.00	13.00	9.00	7.00	7.75	10
12. Flour, ...	1.33	1.66	1.30	1.17	1.06	1.06	1.37	1.12	1.16	96	1.22
13. Gin, Holland, ...	1.33	1.33	90	85	83	83	96	80	75	70	79
14. do. American, ...	20.00	30.00	270.00	300.00	965.67	190.00	400.00	280.00	250.00	280.00	271
15. Hemp, clean, (2240 lbs.) . .	1.41	1.66	1.64	1.50	1.50	1.75	2.33	2.00	2.50	2.50	1.87
16. Indigo, ...	90.00	106.66	103.33	113.33	110.00	105.00	125.00	115.00	105.00	103.00	107.68
17. Iron, O. S. (2240 lbs.) . .	10.00	12.00	12.33	7.50	7.50	6.00	8.25	9.00	8.00	10.00	9.06
18. Leather, Sole, Boston, . .	72	85	99	95	79	62	56	38	42	54	53
19. Mackerel, ...	41	35	33	33	37	30	30	24	22	21	30
20. Molasses, ...	72	85	99	95	79	62	56	38	42	54	53
21. Nutmegs, ...	15	16	15	15	18	12	13	14	15	15	14
22. Oil, Sperm, ...	18.00	18.00	18.50	18.00	17.00	17.00	26.00	18.00	16.00	15.50	18.90
23. Pepper, ...	7.50	8.00	11.00	7.50	8.00	7.50	8.00	7.00	8.00	10.00	8.25
24. Pimento, ...	7.00	8.00	4.00	2.50	3.00	4.50	7.00	4.75	6.25	5.50	6.25
25. Pork, No. 1, ...	1.00	1.42	1.50	1.30	1.10	96	1.22	94	1.00	90	1.12
26. Raisins, (100 lbs.)	72	78	80	75	67	69	72	62	48	68	66
27. Rice, ...	1.16	1.30	1.33	75	83	1.00	1.20	53	75	84	1.00
28. Rum, W. I., ...	4.00	4.00	3.00	5.50	4.50	4.75	5.50	4.75	4.33	6.00	4.70
29. do. New England, ...	1.00	1.00	3.00	5.50	4.50	4.75	5.50	4.75	4.33	6.00	4.70
30. Rye, Northern, ...	14.00	13.00	16.00	15.00	15.00	14.00	14.00	15.00	13.00	13.00	14.40
31. Salt, Liverpool, coarse, . .	3.00	3.50	2.67	2.25	2.33	2.50	2.50	2.50	2.75	2.75	2.90
32. do. St. Ubes, &c., ...	6.37	7.00	9.00	12.00	10.50	7.34	1.10	7.50	7.25	8.50	7.96
33. Saffron, ...	6.84	1.00	1.15	1.00	1.00	1.17	1.16	1.20	1.25	1.33	1.14
34. Sugar, Muscovado, ...	124.00	125.00	112.00	124.00	125.00	125.00	131.00	140.00	146.00	146.00	131
35. Tea, Hyson, ...	101	96	97	96	96	97	96	95	102	103	95
36. do. Leaf, fair, ...	99	101	96	97	96	97	96	95	102	103	95
37. Tobacco, ...	101	96	97	96	96	97	96	95	102	103	95
38. United States Bank Stock, \$100	99	101	96	97	96	97	96	95	102	103	95
39. Exchange on London, . . .	99	101	96	97	96	97	96	95	102	103	95
40. Exchange on London, . . .	99	101	96	97	96	97	96	95	102	103	95

PRICES OF FORTY ARTICLES, &c.—Continued.

	1805	1806	1807	1808	1809	1810	1811	1812	1813	1814	Avg. for 10 yrs.
1. Ashes, Pearl, (2240 lbs.) . .	160.00	220.00	220.00	170.00	170.00	165.00	135.00	110.00	125.00	180.00	165.50
2. Barley, No. 1, ...	1.00	92	91	90	75	87	92	86	1.10	1.20	94
3. Beer, No. 1, ...	10.00	10.50	11.00	10.00	11.50	10.00	10.00	12.00	10.00	11.00	10.60
4. Brandy, French, ...	1.25	90	98	1.30	98	2.25	1.80	2.30	1.85	2.25	1.88
5. Coal, English, ...	15.00	12.00	19.00	17.00	20.00	13.00	14.00	20.00	20.00	40.00	19.00
6. Coffee, ...	31	32	32	32	27	24	17	16	21	24	24
7. Cocoa, ...	31	32	32	32	30	25	25	18	36	27	28
8. Corn, Northern, ...	1.25	1.25	1.25	1.00	1.00	1.15	1.15	1.15	1.25	1.25	1.15
9. Cotton, ...	1.25	23	21	21	17	16	15	11	18	27	18
10. Duck, Russian, ...	20.50	21.00	24.50	40.00	45.00	30.00	22.50	24.00	26.00	40.00	30.32
11. Flour, Cod. mer., ...	4.00	4.25	4.50	3.50	3.50	3.50	4.00	3.75	4.50	5.50	4.20
12. Flour, ...	13.00	7.50	8.25	6.00	7.50	8.25	10.50	10.75	13.00	14.50	9.92
13. Gin, Holland, ...	92	1.05	1.30	1.20	2.00	2.07	2.00	2.30	2.75	1.56	1.14
14. do, American, ...	55	65	80	70	75	90	80	60	90	1.00	76 1/4
15. Hemp, clean, (2240 lbs.) . .	295.00	300.00	280.00	340.00	450.00	500.00	270.00	235.00	350.00	450.00	347
16. Indigo, ...	2.05	2.16	2.30	2.33	2.35	2.25	2.25	1.50	2.50	3.00	2.26
17. Iron, O. S., (2240 lbs.) . .	108.00	120.00	112.00	110.00	140.00	115.00	98.00	87.00	116.00	133.00	113.90
18. Leather, Sole, Boston, . .	22	23	22	20	20	20	22	22	21	21	21
19. Mackeral, ...	10.00	10.00	11.00	9.50	9.50	10.00	11.50	14.00	13.00	13.00	11.05
20. Molasses, ...	4.00	38	41	50	52	48	54	52	75	85	53 1/4
21. Nutmegs, ...	4.00	11.00	3.50	5.50	10.00	6.00	4.25	3.20	5.25	6.50	4.92
22. Oil, Sperm, ...	90	80	60	1.00	1.00	1.00	1.30	1.10	1.40	1.90	1.10
23. Pepper, ...	21	18	18	18	24	20	18	14	25	25	20
24. Pimento, ...	20	25	22	18	25	25	19	18	23	38	23
25. Pork, No. 1, ...	16.50	21.00	22.00	15.00	17.50	13.00	18.00	16.00	18.00	22.00	18.50
26. Raisins, (100 lbs.)	8.75	8.00	7.00	8.00	9.50	8.00	11.00	10.00	14.00	14.00	9.82
27. Rice, ...	6.50	5.25	5.25	3.25	3.75	4.00	3.50	4.75	7.00	7.00	5.02 1/2
28. Run, W. I., ...	96	92	83	96	1.20	1.00	1.00	1.12	1.33	2.08	1.14
29. do, New England, ...	50	45	45	50	68	60	60	57	78	1.00	61 1/4
30. Rye, Northern, ...	1.33	1.10	96	65	5.00	1.75	1.40	1.08	1.40	2.25	1.29
31. Salt, Liverpool, coarse, . .	5.75	6.50	4.50	4.25	5.00	4.00	3.50	5.50	6.00	6.00	5.10
32. do, S. Utes, &c., ...	6.75	6.25	4.50	6.00	6.00	4.00	3.50	4.37	4.50	5.50	4.94
33. Saltpetre, refined, ...	29	26	24	25	75	45	55	55	55	45	43
34. Sugar, Muscovado, ...	14.50	12.00	11.50	12.00	13.50	12.50	14.00	12.50	15.50	18.00	13.65
35. Tea, ...	2.50	2.50	3.00	2.25	4.00	3.00	2.67	3.50	3.00	4.50	3.09
36. Tea, Hyson, ...	1.20	1.20	1.12	1.00	1.30	5.00	35	35	1.75	2.10	1.25
37. Tobacco, Leaf, fair, . . .	8.00	7.50	8.50	8.00	7.00	8.25	6.00	6.00	5.00	6.50	7.05
38. Wine, Lisbon, ...	1.25	1.25	1.14	1.20	1.35	1.25	1.20	1.45	1.75	1.55	1.40
39. United States Bank Stock, .	133.00	130.00	131.00	120.00	128.00	120.00	100.00	92.50	1.75	195.80	130.03
40. Exchange on London, . . .	99	100 1/2	100	105	102	95	90	80	55	95	95 1/4

PRICES OF FORTY ARTICLES, &c.—Continued.

	1825	1826	1827	1828	1829	1830	1831	1832	1833	1834	Av. for 10 yrs.
1. Ashes, Pearl, (3240 lbs.) . . .	ton.	107.00	110.00	107.50	112.00	130.00	127.50	125.00	118.00	110.00	117.20
2. Bacon, ...	bush.	50	80	1.05	70	65	60	78	65	65	65
3. Beef, No. 1, ...	bb.	7.00	8.00	8.00	8.25	9.50	7.75	8.25	8.75	8.00	8.25
4. Beef, No. 2, ...	gall.	1.25	1.25	1.25	1.25	1.15	1.05	1.05	1.05	1.05	1.05
5. Butter, French, ...	chad.	12.50	12.50	17.00	17.00	16.00	15.00	15.00	11.15	13.10	13.10
6. Butter, English, ...	lb.	15	17	15	15	13	13	13	13	13	13
7. Coffee, ...	bush.	12.50	28.75	29.75	14.50	18.00	16.50	15.00	9.00	5.60	16.50
8. Corn, Northern, ...	bb.	50	53	55	55	55	55	55	55	55	55
9. Corn, Upson, ...	bb.	20	13	11	11	13	11	10	11	12	12
10. Duck Russia, ...	bolt.	19.00	22.00	20.00	19.50	13.00	17.00	14.00	17.50	16.50	18.35
11. Fish, Cod, salt, ...	cwt.	2.75	2.75	3.50	2.62	3.37	2.08	2.75	2.50	2.33	2.62
12. Flour, ...	bb.	5.37	5.25	6.00	5.50	8.00	5.00	7.25	5.62	5.50	5.53
13. Gin, Holland, ...	gall.	68	80	90	1.05	1.08	1.03	1.12	1.30	1.15	1.08
14. do. American, ...	gall.	34	33	42	34	33	33	40	45	34	36
15. Hemp, clean, (3240 lbs.) . .	ton.	200.00	215.00	280.00	265.00	235.00	225.00	240.00	190.00	175.00	227.50
16. Indigo, ...	lb.	2.70	2.25	2.40	1.90	1.75	1.25	1.30	1.40	1.10	1.77
17. Iron, O. S., (3240 lbs.) . . .	ton.	103.00	106.50	115.00	104.00	100.00	98.00	95.00	95.00	91.00	100.55
18. Leather, Sole, Boston, . . .	lb.	23	22	21	21	21	21	23	20	19	21
19. Mackerel, ...	bb.	5.50	4.75	6.00	5.00	5.37	6.00	6.12	6.37	6.10	5.67
20. Molasses, ...	gall.	28	28	33	30	30	25	27	28	31	29
21. Nutmegs, ...	lb.	1.75	1.30	1.35	1.37	1.50	1.50	1.45	1.30	1.10	1.40
22. Oil, Sperrin, ...	gall.	19	17	16	17	14	13	14	14	8	14
23. Pepper, ...	lb.	25	24	24	25	24	17	15	17	9	19
24. Pimento, ...	bb.	14.00	12.00	10.50	13.00	14.00	12.00	13.00	13.50	12.00	12.80
25. Pork, No. 1, ...	bb.	9.00	9.50	7.25	7.50	7.57	8.50	7.25	8.00	5.00	7.53
26. Raisins, (100 lbs.)	cwt.	3.75	3.50	3.25	3.75	3.92	3.00	3.62	3.62	3.36	3.54
27. Rice, ...	gall.	75	90	92	96	95	95	95	95	1.00	93
28. Rum, W. I., ...	gall.	30	32	34	33	32	27	29	31	29	30
29. do. New England, ...	bush.	68	75	90	55	52	65	81	85	90	62
30. Rye, Northern, ...	bb.	4.00	3.50	3.75	4.00	4.00	3.25	3.75	4.00	2.87	3.57
31. Salt, Liverpool, coarse, . . .	hh.	4.00	3.50	3.75	3.75	3.75	3.00	3.62	3.62	3.36	3.54
32. do. St. Ubes, &c., ...	hh.	4.00	3.50	3.75	3.75	3.75	3.00	3.62	3.62	3.36	3.54
33. Saitpetre, refined, ...	lb.	11.00	10.50	9.75	9.25	10.50	9.50	9.00	10.62	10.62	9.62
34. Sugar, Muscovado, ...	cwt.	24.00	1.65	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
35. Tat, Hysan, ...	bb.	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
36. Tobacco, ...	gall.	10.00	9.00	9.00	9.00	9.00	6.00	6.12	5.50	7.00	6.86
37. Tallow, ...	gall.	1.10	1.10	1.00	85	85	85	85	85	85	85
38. Wine, Labon, ...	gall.	120.00	114.00	118.50	119.00	120.25	120.00	127.50	124.00	104.50	117.75
39. United States Bank Stock, . .	\$100	109	107	110	110	108	108	107	103	103	107
40. Exchange on London, ...	£100	109	107	110	110	108	108	107	103	103	107

PRICES OF FORTY ARTICLES, &c.—Continued.

	1835	1836	1837	1838	1839	1840	1841	1842	1843	1844	Av. for 10 yrs.	Av. for the 50 yrs.	
1. Ashes, Pearl, (2240 lbs.) . .	107.00	62.40	134.40	117.60	123.16	112.00	125.80	125.80	117.60	95.20	122.40	145.70	1.
2. Beef, No. 1, ...	62	90	130	120	14.50	14.00	9.00	6.75	7.25	6.00	76	63	2.
3. Brandy, French, ...	1.47	1.33	1.38	1.30	1.65	1.45	1.58	1.55	1.35	1.60	1.60	10.25	3.
4. Chai, English, ...	10.50	11.50	12.00	10.00	12.00	10.25	9.50	9.25	10.00	7.50	10.25	19.00	4.
5. Coffee, ...	11.24	11.50	13.00	13.00	13.00	12.00	12.00	10.00	10.00	10.00	10.00	19.00	5.
6. Cocoa, ...	11.24	11.50	13.00	13.00	13.00	12.00	12.00	10.00	10.00	10.00	10.00	19.00	6.
7. Corn, ...	11.24	11.50	13.00	13.00	13.00	12.00	12.00	10.00	10.00	10.00	10.00	19.00	7.
8. Corn, Northern, ...	11.24	11.50	13.00	13.00	13.00	12.00	12.00	10.00	10.00	10.00	10.00	19.00	8.
9. Corn, Upland, ...	11.24	11.50	13.00	13.00	13.00	12.00	12.00	10.00	10.00	10.00	10.00	19.00	9.
10. Dock, Russia, ...	15.25	15.50	16.25	17.00	18.00	18.50	20.50	18.75	17.50	16.00	17.27	21.23	10.
11. Fish, Cod, nat., ...	2.75	3.12	3.00	3.00	3.80	3.80	3.80	3.80	3.80	3.80	3.80	3.46	11.
12. Flour, ...	5.75	8.00	10.95	8.25	7.75	5.50	5.25	5.25	5.62	5.00	5.00	8.14	12.
13. Gin, Holland, ...	1.08	1.06	1.12	1.02	1.03	1.03	1.02	1.02	1.10	1.15	1.05	1.21	13.
14. do. American, ...	1.36	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.47	14.
15. Hemp, clean, (2240 lbs.) . .	135.00	210.00	205.00	222.00	310.00	225.00	235.00	235.00	196.00	180.00	219.30	257.86	15.
16. Indigo, ...	1.50	1.45	1.77	1.95	2.12	1.75	1.80	1.75	1.60	1.55	1.72	1.95	16.
17. Iron, O. S. (2240 lbs.) . .	90.00	106.00	106.00	106.00	120.00	100.00	105.00	100.00	95.00	96.00	101.50	105.46	17.
18. Leather, Sole, Boston, . . .	6.60	9.37	9.35	10.00	13.50	11.50	13.75	10.50	16.20	16.20	20.20	21.18	18.
19. Mackerel, ...	29	37	36	32	31	24	28	20	21	28	28	41	19.
20. Molasses, ...	1.70	1.45	1.18	1.15	1.10	1.05	1.05	1.05	1.05	1.05	1.05	1.05	20.
21. Nutmegs, ...	85	92	90	80	1.08	1.05	1.05	1.05	1.05	1.05	1.05	1.05	21.
22. Oil, Sperm, ...	74	81	8	74	94	74	7	64	8	104	8	3.89	22.
23. Pepper, ...	74	81	8	74	94	74	7	64	8	104	8	3.89	23.
24. Pimento, ...	74	81	8	74	94	74	7	64	8	104	8	3.89	24.
25. Pork, No. 1, ...	14.50	24.00	22.00	13.00	19.00	13.50	11.00	6.25	7.75	8.00	13.50	16.37	25.
26. Raisins, (100 lbs.)	7.25	9.00	5.25	5.75	5.12	4.75	5.87	3.62	5.87	7.37	5.95	8.08	26.
27. Rice, ...	3.80	3.75	4.00	4.50	4.75	3.95	3.50	3.25	2.62	3.25	3.50	4.30	27.
28. Rum, W. I., ...	98	1.04	98	1.08	98	95	98	95	98	1.10	1.00	1.05	28.
29. do. New England, ...	28	39	40	37	37	36	24	18	21	27	29	48	29.
30. Rye, Northern, ...	83	1.08	95	1.12	1.18	80	55	72	65	70	85	95	30.
31. Salt, Liverpool, coarse, . . .	2.75	3.00	3.05	2.62	2.70	2.53	2.20	1.25	1.40	2.42	2.75	4.12	31.
32. do. St. Ubes, &c., ...	2.75	3.00	3.05	2.62	2.70	2.53	2.20	1.25	1.40	2.42	2.75	4.12	32.
33. Saltpetre, refined, ...	81	7	74	64	84	74	7	64	7	74	7	11.36	33.
34. Sugar, refined, ...	875	12.00	8.37	7.25	8.25	8.00	7.75	6.00	6.25	7.25	7.50	9.45	34.
35. Sugar, unrefined, ...	2.00	2.37	2.37	2.37	2.37	2.37	2.37	2.37	2.37	2.37	2.37	2.37	35.
36. Tea, ...	74	8	74	68	10	63	11	9	8	8	8	8	36.
37. Tea, Hyam, ...	74	8	74	68	10	63	11	9	8	8	8	8	37.
38. Tobacco, Leaf, fair, ...	110.00	120.00	115.00	116.00	113.00	109	109	108	106	104	104	114.75	38.
39. United States Bank Stock, . .	109	108	112	104	109	109	109	108	106	104	104	114.75	39.
40. Exchange on London, ...	109	108	112	104	109	109	109	108	106	104	104	114.75	40.

FINANCES OF THE STATE.

The receipts in the year 1845, were as follows :—

Cash on hand, January 1, 1845,		\$ 10,677 59
Auction Tax,	\$49,295 17	
Bank "	304,720 83	
Probate "	98 05	
State, " 1844, balance,	62,324 50	
" " 1845, part,	8,393 25	
Attorney for Suffolk County,	9,447 90	
Alien Passengers,	6,920 24	
Interest on Deposits, ...	241 51	
Lands in Maine, received on old notes,	2,567 80	
State surveys, on account of maps sold,	480 00	
Dividend on 10,000 shares Western Rail-road stock,	60,000 00	
Miscellanies,	1,058 24	
		505,547 49
Total receipts for the year 1845, on account of ordinary revenue,		516,225 08
Amount borrowed in anticipation of the Revenue, per Resolve of February 24, 1845,		206,800 00
Amount on hand, January 1, 1845, on account of Massachusetts School and other Funds,	171,413 60	
Amount received during the year on account of said Funds,	268,046 10	
		439,459 70
Total for the year 1845,		\$1,162,484 78

The amount of expenditures during the year 1845, were as follows :—

Councillors,	3,055 00
Senate and House of Representatives,	57,203 00
Salaries,	64,766 25
Adjutant and Quarter-master Gen.'s Department,	3,280 00
Repairs of State House,	6,835 91
State Printing,	9,127 73
State Prison,	4,611 00
Term Reports,	1,925 00
County Treasurer's Account,	51,202 87
Roll of Accounts, (Paupers, &c. &c.),	76,831 30
Interest on Western Railroad Scrip,	49,750 00

Pensioners, ...	1,363	23	
Agricultural Societies, ...	5,964	60	
Asylum for the Blind, ...	7,777	55	
" " " Deaf and Dumb, ...	5,209	22	
Eye and Ear Infirmary, ...	2,000	00	
Militia Bounty, ...	28,757	00	
Normal Schools, ...	7,665	00	
Miscellaneous, ...	29,118	36	
			416,443 02
Five per cent. State Stock of 1842, redeemed, ...			46,550 00
Cash on hand, January 1, 1846, (ordinary revenue,)			5,032 06
			468,025 08
Total ordinary for year 1845, ...			
Temporary Loans of 1844, (bal.) repaid, ...	85,000	00	
" " of 1845, (part,)	170,000	00	
			255,000 00
			723,025 08
Amount paid on account of Massachusetts School and other Funds during the year, ...	344,776	80	
Amount on hand January 1, 1846, on account of said Funds, ...	94,682	90	
			439,459 70
Total for the year 1845, ...			\$1,162,484 78

Available property of the Commonwealth, January 1, 1846 :—

Cash on hand, ...	\$ 5,032	
10,000 shares in the Western Rail-road, ...	1,000,000	
Notes for lands in Maine, sold prior to April 15, 1837, ...	28,417	
Balance of State Tax for 1845, ...	66,607	
Items, ...	3,039	
		1,103,095
Western Rail-road Sinking Fund, ...	359,141	
Estimated value of about two and a half millions of acres of land in Maine, after bringing the School Fund, (which now amounts to \$810,494, and which is to be permanent,) and the Sinking Fund of the Western Rail-road up to a mil- lion of dollars each, ...	2,500,000	
		2,859,141
		\$3,962,236
Amount due from the Commonwealth, Jan. 1, 1846, ...		\$1,083,767

Liability of the Commonwealth on account of 5 per cent. Scrip, loaned to various Rail-road Corporations, to aid in constructing their several roads.

Kind of Scrip.	Loan authorized.	Amount authorized.	Amount issued.	When due.
Western Rail-road, . .	Feb. 21, 1838,	\$2,100,000	\$2,100,000 00	1868 & 1869
“ “ . .	Mar. 23, 1839,	1,200,000	1,200,000 00	1870
“ “ . .	Mar. 18, 1841,	700,000	699,555 56	1871
		\$4,000,000	\$3,999,555 56	
Eastern Rail-road, . .	Apr. 18, 1837,	500,000	500,000 00	1857 & 1859
Norwich & Worcester do.	Mar. 20, 1837,	400,000	400,000 00	1857
Andover & Haverhill do.	Apr. 18, 1837,	100,000	100,000 00	1857
Boston & Portland do.	Apr. 9, 1839,	50,000	50,000 00	1859
		\$5,050,000	\$5,049,555 56	

The Commonwealth holds, as security for the redemption of the above named scrip, a mortgage on all the roads. It also holds, in addition to the mortgage,

3000 shares of stock in the Eastern,
 4000 “ “ “ “ Norwich and Worcester,
 1000 “ “ “ “ Andover and Haverhill.

CLIMATE.

The climate of Massachusetts, in common with other parts of New England, is exceedingly various; the temperature ranges from 15° below the zero of Fahrenheit to 95° above. The mercury has been known to descend from 20° to 30° below, and to 102° above; but such cases rarely occur.

One of the greatest inconveniences suffered by the inhabitants of New England is derived from the frequent changes in the state of the atmosphere. The temperature has been known to change 44° in twenty-four hours. Changes are frequent, though seldom in the same degree. Changes from wet to dry, and from dry to wet, are at times unpleasant, and probably unhealthy. There is no month in the year which is not sometimes very pleasant, and sometimes disagreeable. In a series of years, our most pleasant months are June, September and October. Often the first two, and not unfrequently the first three weeks in September are, however, very warm. From the 20th of September to the 20th of October, the weather is delightful. The temperature is mild, the air is sweet, and the sky singularly bright and beautiful. This is the period denominated the Indian Summer. Some persons think June to be a more pleasant month than either September or October. In June there are usually a few days of intense heat. In all other respects, except the brilliancy and beauty of the heavens, this month must be confessed to have the superiority over all others. The progress of vegetation

is wonderful; and it seems as if the creative hand was, in a literal sense, renewing its original plastic efforts, to adorn the world with richness and splendor. All things are alive and gay. "The little hills rejoice on every side. The pastures are clothed with flocks. The valleys are also covered with corn, and shout for joy." Health at the same time prevails in a peculiar degree. The spring is often chilled by easterly winds, and rendered uncomfortable by rains. The winter months, when the earth is clad with its mantle of snow, is the season for relaxation and pleasure.

Weather Table.

From the excellent Meteorological Journal, kept by Dr. SAMUEL B. WOODWARD, Superintendent of the Lunatic Hospital, at Worcester, we copy the following notes of the Weather, &c., for five successive years. Worcester lies 483 feet above the level of the sea, about forty miles west from Boston, and near the centre of New England.

	1841.	1842.	1843.	1844.	1845.
Fair days, ...	255	242	246	230	248
Cloudy days, ...	110	123	119	136	117
Days on which rain fell, ...	92	107	89	93	93
" " " snow fell, ...	40	32	45	30	29
" " " halos of the moon were seen, ...	10	4	5	3	8
" " " Aurora Bor. was seen, ...	19	12	7	2	8
" " " N. wind prevailed, ...	28	27	26	0	0
" " " N. W. " " "	107	83	90	113	120
" " " W. " " "	13	24	46	29	29
" " " S. W. " " "	82	134	79	102	107
" " " S. " " "	24	5	12	1	2
" " " S. E. " " "	17	11	17	23	15
" " " E. " " "	2	00	1	2	1
" " " N. E. " " "	56	41	43	61	57
Inches of rain, ...	42.94	40.78	48.67	37.85	42.49
" " snow, ...	82	40	91	57	59
Apple-trees flowered, ...	May 24.	May 9.	May 14.	May 8.	May 2.

First Frosts, at Waltham, 9 miles W. by N. from Boston, during 32 successive years, taken from the observations of C. Fisk, Esq., published in the American Almanac, 1840.

1807 Oct. 7.	1815 Oct. 16.	1823 Sept. 30.	1831 Oct. 1.
1808 Sept. 22.	1816 Sept. 27.	1824 Oct. 9.	1832 Sept. 14.
1809 " 13.	1817 Oct. 1.	1825 " 18.	1833 " 14.
1810 Oct. 11.	1818 " 7.	1826 " 9.	1834 " 30.
1811 " 1.	1819 " 14.	1827 " 17.	1835 " 17.
1812 Sept. 24.	1820 " 7.	1828 " 13.	1836 " 7.
1813 Oct. 6.	1821 " 11.	1829 Sept. 28.	1837 " 25.
1814 " 9.	1822 Sept. 23.	1830 Oct. 4.	1838 Oct. 9.

TOWN TABLE.

Valuation, Polls, Schools, and Academies.

Towns.	Valuation.	No. of polls.	School Money.	No. of public schools.	No. of private schools.	No. of incorporated academies.	No. of Boys and Girls between 4 & 16 years of age.
Abington, ...	491,876	862	3,884	12	6		975
Acton, ...	260,202	303	896	6	1		280
Adams, ...	773,929	917	2,487	18	4	1	1,175
Alford, ...	93,915	143	230	4			136
Amesbury, ...	604,299	650	2,378	14	6		673
Amherst, ...	654,471	599	2,530	12	7	1	679
Andover, ...	1,474,475	1,348	9,449	22	14	2	1,526
Ashburnham, ...	414,235	449	925	20	2		476
Ashby, ...	319,493	373	783	9	4	1	292
Ashfield, ...	326,945	431	700	14		1	460
Ashland, (see page 363.)							
Athol, ...	348,372	411	1,156	13	2		448
Attleborough, ...	800,634	851	2,609	23	2		906
Auburn, ...	189,373	145	588	5	1		202
BARNSTABLE, ...	785,856	1,007	4,319	20	20		1,022
Barre, ...	961,947	815	1,958	16	1		670
Becket, ...	224,161	264	400	11			256
Bedford, ...	233,067	254	792	6	4		285
Belchertown, ...	496,480	676	1,800	17	1		743
Bellingham, ...	272,850	314	800	9	1		282
Berkley, ...	170,514	227	603	7	4		221
Berlin, ...	192,179	229	750	5	1		198
Bernardston, ...	210,945	242	680	14		1	248
Beverly, ...	1,306,509	1,245	6,052	10	22	1	1,252
Billerica, ...	411,630	381	1,167	24	2		384
Blackstone, (See Mendon,)							
Blandford, ...	397,051	408	600	14			398
Bolton, ...	402,181	332	1,191	8	2		312
Boston, ...	109,304,219	18,475	214,968	140	100		18,478
Boston Corner, ...	8,000	17					
Boxborough, ...	144,665	129	433	4	1		103
Boxford, ...	387,304	268	642	7	1		246
Boylston, ...	241,986	243	492	5	3		212
Bradford, ...	410,963	560	2,221	9	9	2	710
Braintree, ...	531,786	596	2,000	10	2		637
Brewster, ...	211,275	327	850	6	1		452
Bridgewater, ...	528,600	548	1,960	14	2	1	511
Brighton, ...	458,485	440	2,138	5	1		361
Brimfield, ...	443,410	383	950	11			411
Brookfield, ...	655,829	637	1,900	16	4		620
Brookline, ...	773,963	340	2,430	4	4		279

Towns.	Valuation.	No. of Polls.	School Money.	No. of Public Schools.	No. of Private Schools.	No. of Incorporated Academies.	No. of Boys and Girls between 5 & 15 years of age.
Buckland, ...	159,844	255	440	8	10		312
Burlington, ...	133,909	154	250	4			110
CAMBRIDGE, ...	4,479,501	2,295	11,202	26	13	1	2,619
Canton, ...	562,028	492	1,400	7			485
Carlisle, ...	198,894	174	450	5			131
Carver, ...	192,694	272	400	7			295
Charlemont, ...	221,941	317	782	9	1		304
Charlestown, ...	4,033,176	2,869	18,695	39	5	1	2,750
Charlton, ...	628,390	558	1,355	13	6		483
Chatham, ...	285,962	554	1,480	12		1	699
Chelmsford, ...	443,685	443	1,450	11			434
Chelsea, ...	695,782	603	4,900	14			860
Cheshire, ...	322,385	262	440	10	1		210
Chester, ...	241,729	356	769	14	1		420
Chesterfield, ...	250,112	264	656	10	1		340
Chilmark, ...	296,123	191	457	4	3		148
Clarksburgh, ...	56,219	97	550	5			147
Cohasset, ...	306,717	333	1,473	8	2		398
Coleraine, ...	420,180	450	846	18	2		544
CONCORD, ...	608,450	515	2,774	10	3		525
Conway, ...	422,558	387	1,035	16	3		400
Cummington, ...	244,078	309	614	10	2		354
Dalton, ...	270,299	265	400	5			217
Dana, ...	117,984	181	400	6			184
Danvers, ...	1,922,807	1,295	5,730	13	9		1,540
Dartmouth, ...	1,043,714	1,085	4,121	28	41		1,288
DEDHAM, ...	1,218,548	888	4,550	16	4		579
Deerfield, ...	579,020	435	823	17	1	1	551
Dennis, ...	423,279	722	3,352	14	18		857
Dighton, ...	348,087	360	666	11	1		335
Dorchester, ...	1,691,245	1,144	8,953	16	11		1,216
Douglas, ...	573,992	435	730	8	1		490
Dover, ...	192,309	141	492	4	2		120
Dracut, ...	514,471	562	1,463	13	3	1	620
Dudley, ...	445,870	363	1,300	8		1	311
Dunstable, ...	191,314	172	400	5	1		137
Duxbury, ...	713,667	729	2,900	12	1	1	720
East Bridgewater, ...	343,493	525	1,545	8	1	1	536
Eastham, ...	127,764	242	497	5			240
Easthampton, ...	181,495	182	382	6		1	213
Easton, ...	421,385	456	1,600	9	1		593
EDGARTOWN, ...	480,607	487	2,245	8	11		506
Egremont, ...	239,858	294	650	5		1	267
Enfield, ...	263,430	277	880	8	1		290
Erving, ...	58,785	83	150	2			85
Essex, ...	439,906	465	1,100	7	5		463
Fairhaven, ...	1,547,771	1,027	4,500	17	5		1,110
Fall River, ...	2,552,121	1,689	8,550	14	12		2,372

Towns.	Valuation.	No. of Polls.	School Moneys.	No. of Public Schools.	No. of Private Schools.	No. of Incorporated Academies.	No. of Boys and Girls between 4 & 16 years of age.
Falmouth, ...	682,998	682	2,069	19	12		719
Fitchburg, ...	721,486	743	2,550	16	7		764
Florida, ...	68,406	116	200	6			151
Foxborough, ...	206,578	310	1,067	8	3		364
Framingham, ...	851,350	753	3,730	14	1	1	955
Franklin, ...	417,078	444	1,114	10	3		484
Freetown, ...	387,784	445	1,068	11	2		478
Gardner, ...	348,630	363	700	6			367
Georgetown, ...	339,351	462	1,200	6	3		440
Gill, ...	180,386	197	400	6			227
Gloucester, ...	827,402	1,649	4,807	23	13		1,900
Goshen, ...	131,867	160	300	5			135
Grafton, ...	808,388	732	1,816	10	10		715
Granby, ...	230,583	261	853	8	1		327
Granville, ...	289,889	352	806	10	5		421
Great Barrington, ...	625,125	729	2,225	16	1		826
GREENFIELD, ...	561,175	503	1,910	10	2	1	458
Greenwich, ...	156,879	224	575	8	1		230
Groton, ...	722,441	560	2,020	13	2	1	646
Hadley, ...	493,091	500	1,720	13		1	523
Halifax, ...	150,133	219	410	5	1		160
Hamilton, ...	234,749	219	400	4			223
Hancock, ...	317,950	256	312	5	1		231
Hanover, ...	321,187	259	1,256	8	2	1	458
Hanson, ...	234,420	238	712	8	2		299
Hardwick, ...	505,195	458	1,090	11	1		440
Harvard, ...	425,873	443	900	9			434
Harwich, ...	238,932	707	1,610	14	2		992
Hatfield, ...	449,684	500	1,208	8	8		241
Haverhill, ...	1,224,379	1,190	3,788	23	7		1,323
Hawley, ...	175,187	268	453	10	1		283
Heath, ...	195,811	211	580	9	1		280
Hingham, ...	812,613	941	3,814	12		1	889
Hinsdale, ...	231,930	228	538	6	2		257
Holden, ...	528,908	511	866	12	1		488
Holland, ...	113,763	120	200	4			105
Holliston, ...	415,294	479	900	9			489
Hopkinton, ...	501,989	580	1,500	11		1	662
Hubbardston, ...	411,459	486	1,030	12	1		526
Hull, ...	58,124	60	139	1	1		32
Ipswich, ...	781,361	760	2,140	9	3	1	773
Kingston, ...	398,488	407	1,230	7	1		352
Lancaster, ...	459,832	528	1,851	15	4		532
Lanesborough, ...	350,024	297	675	6	2		295
Lee, ...	474,761	640	2,836	11	3		657
Leicester, ...	687,953	457	2,526	9	3	1	478
LENOX, ...	310,978	349	1,280	7	1		388
Leominster, ...	606,295	614	1,292	11	4	1	461

Towns.	Valuation.	No. of Polls.	School Money.	No. of Public Schools.	No. of Private Schools.	No. of Incorporated Academies.	No. of Boys and Girls between the ages of 5 and 16 years of age.
Leverett, ...	162,473	238	443	7	3		276
Lexington, ...	561,550	541	2,075	6	7		371
Leyden, ...	170,897	165	422	5	3		167
Lincoln, ...	232,615	186	520	4			188
Littleton, ...	224,643	238	1,150	7	5		260
Longmeadow, ...	341,713	345	1,092	8	1		329
Lowell, ...	10,160,652	4,615	25,086	44	6		4,864
Ludlow, ...	370,099	329	675	10	1		383
Lunenburg, ...	412,384	315	800	9	1		377
Lynn, ...	1,319,656	2,243	10,368	22	17	1	2,720
Lynnfield, ...	157,663	192	500	3			204
Malden, ...	586,136	723	2,500	9			708
Manchester, ...	334,035	377	1,402	4	5		417
Mansfield, ...	295,270	348	885	8	3		374
Marblehead, ...	1,660,528	1,354	7,222	11	22	1	1,564
Marlborough, ...	667,675	550	1,156	10	3	1	656
Marshfield, ...	448,473	429	1,028	8	3		501
Marshpee, ...							
Medfield, ...	229,174	222	430	5	1		174
Medford, ...	1,095,195	715	3,928	7	5		591
Medway, ...	492,325	589	1,357	9	2		518
Mendon, ...	1,317,593	904	2,500	18	8		950
Methuen, ...	576,619	602	1,480	12	1		610
Middleborough, ...	1,042,357	128	3,529	37		1	1,243
Middlefield, ...	205,128	307	595	10	4		226
Middleton, ...	210,239	180	500	4			186
Millford, ...	418,211	522	1,531	11	4		579
Millbury, ...	516,463	636	1,806	10	3		511
Milton, ...	663,247	589	2,225	6	1		439
Monroe, ...	41,750	64	240	4			97
Monson, ...	630,774	558	1,856	16	2	1	577
Montague, ...	231,809	372	525	10	2		367
Montgomery, ...	96,160	155	200	5			107
Mount Washington, ...	52,126	105	155	3			124
NANTUCKET, ...	6,074,374	2,532	12,930	15	21		1,900
Natick, ...	282,936	396	885	6	2		412
Needham, ...	383,056	399	1,560	6	1		456
New Ashford, ...	74,993	61	183	2			53
New Bedford, ...	6,149,520	3,084	22,963	26	29	1	3,281
New Braintree, ...	385,772	219	860	7	1		166
Newbury, ...	904,026	1,041	2,590	14	4	1	1,021
NEWBURYPORT, ...	3,208,857	1,553	8,783	22	21		1,870
New Marlborough, ...	380,943	476	685	11	1		472
New Salem, ...	262,313	333	1,263	12		1	382
Newton, ...	897,255	804	4,875	9	4		733
NORTHAMPTON, ...	1,150,167	969	5,200	19	1		1,063
Northborough, ...	367,253	334	1,157	6	3		323
Northbridge, ...	294,055	343	693	8	4		395

Towns.	Valuation.	No. of Polls.	School Money.	No. of Public Schools.	No. of Private Schools.	No. of Incorporated Academies.	No. of Boys and Girls between 4 & 16 years of age.
North Bridgewater, ...	423,514	609	2,433	13	6		799
North Brookfield, ...	429,600	418	1,504	23	6		432
North Chelsea, (see page 374.)							
Northfield, ...	436,876	424	1,160	14		1	496
Norton, ...	578,670	418	2,164	8	2	1	426
Norwich, ...	173,064	199	300	7			188
Oakham, ...	284,341	290	790	8	1		296
Orange, ...	289,298	419	800	14			460
Orleans, ...	173,335	480	1,365	9	10		575
Otis, ...	203,043	313	570	10	1		323
Oxford, ...	649,202	493	1,845	13	2		488
Palmer, ...	695,519	572	857	14	2		606
Pawtucket, ...	539,689	466	1,700	8	3	1	933
Paxton, ...	157,378	196	460	5	1		198
Pelham, ...	160,695	241	400	7			285
Pembroke, ...	302,260	329	1,013	8	2		333
Pepperell, ...	357,860	447	1,350	8	1		398
Peru, ...	158,872	168	414	7	2		147
Petersham, ...	644,608	501	1,267	15	3		415
Phillipston, ...	285,883	236	500	7			209
Pittsfield, ...	1,065,008	1,062	3,523	13	6		1,149
Plainfield, ...	203,390	252	682	9	3		263
PLYMOUTH, ...	1,598,880	1,402	7,739	37	8		1,541
Plympton, ...	174,124	228	663	6	6		219
Prescott, ...	148,537	217	378	5	1		190
Princeton, ...	474,170	371	930	10	1		426
Provincetown, ...	423,050	615	2,290	8	12		649
Quincy, ...	912,105	1,078	4,184	12	5		948
Randolph, ...	787,015	909	2,927	8	7	1	962
Raynham, ...	264,412	325	782	7	10		369
Reading, ...	463,025	691	1,829	11	2		605
Rehoboth, ...	482,043	488	855	21	4		558
Richmond, ...	234,147	232	250	5			242
Rochester, ...	750,693	1,014	3,553	23	19		1,088
Rockport, ...	333,475	717	1,350	6	1		780
Rowe, ...	159,424	198	431	8	2		194
Rowley, ...	248,295	300	431	4	3		210
Roxbury, ...	3,257,503	2,318	23,876	23	22		2,534
Royalston, ...	433,314	534	905	12	1		443
Russell, ...	98,390	337	212	4			85
Rutland, ...	422,289	397	890	11	1		354
SALEM, ...	10,218,109	3,339	25,551	32	35		4,000
Salisbury, ...	725,714	719	1,975	11	7		680
Sandisfield, ...	371,508	371	720	16	1		367
Sandwich, ...	788,723	960	10,834	21	22	1	1,171
Saugus, ...	208,856	309	800	4			333
Savoy, ...	120,311	221	412	9	1		283
Scituate, ...	899,388	885	3,000	21			1,032

Towns.	Valuation.	No. of Polls.	School Money.	No. of Public Schools.	No. of Private Schools.	No. of Incorporated Academies.	No. of Boys and Girls between 4 & 15 years of age.
Seekonk, ...	401,433	448	1,858	14	1		522
Sharon, ...	310,461	311	614	5	1		236
Sheffield, ...	631,882	662	1,880	13	1	1	738
Shelburne, ...	255,944	259	900	10		1	273
Sherburne, ...	318,462	307	1,013	7	1		245
Shirley, ...	236,561	251	747	6	2		278
Shrewsbury, ...	429,943	427	900	9	1		340
Shutesbury, ...	177,954	231	528	10	3	1	303
Somerset, ...	231,952	249	820	5	6		265
Somerville, (see Charlestown,)			2,400				
Southampton, ...	235,845	319	400	8			274
Southborough, ...	296,303	310	751	6	3		305
Southbridge, ...	553,021	533	1,520	10	6		585
South Hadley, ...	271,438	401	4,261	7	4	1	354
South Reading, ...	279,409	449	1,250	7	3		400
Southwick, ...	297,411	304	343	9	1		365
Spencer, ...	490,303	449	888	10	1		460
SPRINGFIELD, ...	3,610,141	3,108	12,052	35	6		3,229
Sterling, ...	479,034	481	1,136	11	1		455
Stockbridge, ...	469,427	465	2,968	8	4	1	580
Stoneham, ...	217,960	342	1,000	7			255
Stoughton, ...	389,888	644	1,373	10	2		629
Stow, ...	337,452	392	788	5	5		302
Sturbridge, ...	610,325	510	1,190	13	2		544
Sudbury, ...	410,716	385	877	5	2		335
Sunderland, ...	183,279	196	597	7	1		180
Sutton, ...	711,238	633	1,272	13	4		577
Swansey, ...	359,889	311	838	11	10		393
TAUNTON, ...	2,260,402	1,853	4,950	28	5	1	1,935
Templeton, ...	581,846	483	1,000	10			462
Tewksbury, ...	342,703	255	715	6	1		198
Tisbury, ...	330,613	426	1,515	7	7	1	453
Tolland, ...	167,916	160	250	7			170
Topsfield, ...	377,667	332	538	4	1	1	281
Townsend, ...	355,107	497	1,774	12	2		498
Truro, ...	130,491	475	850	11		1	625
Tyngsborough, ...	264,133	229	850	7	1		250
Tyringham, ...	251,598	355	551	14	1		326
Upton, ...	327,331	411	760	8	5		398
Uxbridge, ...	726,628	556	1,382	12	1		601
Wales, ...	143,295	175	400	5			165
Walpole, ...	298,479	379	1,212	6	1		429
Waltham, ...	1,069,172	659	3,611	10	3		668
Ware, ...	384,850	472	1,317	14	4		556
Wareham, ...	518,290	474	1,499	11	10		630
Warren, ...	444,834	346	2,497	11		1	360
Warwick, ...	260,100	287	650	12			275
Washington, ...	133,853	355	581	8			235

TOWNS.	Valuation.	No. of Polls.	School Money.	No. of Public Schools.	No. of Private Schools.	No. of Incorporated Academies.	No. of Boys and Girls between 4 & 16 years of age.
Watertown, ...	973,835	543	2,500	7	2		470
Wayland, ...	232,525	256	1,340	6	1		247
Webster, ...	487,041	321	1,000	6			420
Wellfleet, ...	59,552	612	1,075	10	1		715
Wendell, ...	183,735	225	300	11			210
Wenham, ...	197,806	201	910	5	6		212
Westborough, ...	430,095	462	1,492	8	6		452
West Boylston, ...	365,727	307	676	6	4		349
West Bridgewater, ...	291,453	292	750	6	4		332
West Cambridge, ...	472,423	432	1,250	8	1		386
Westfield, ...	899,510	1,089	2,760	18		1	950
Westford, ...	357,313	332	1,787	10		1	392
Westhampton, ...	165,067	199	556	8	1		188
Westminster, ...	457,983	468	1,600	12		1	472
West Newbury, ...	476,154	436	1,098	6	2		424
Weston, ...	386,494	308	1,250	6	1		250
Westport, ...	658,355	691	2,084	20	19		800
West Springfield, ...	964,318	756	1,950	25	4		1,030
West Stockbridge, ...	289,313	386	830	6	1		370
Weymouth, ...	868,081	1,020	2,595	8	1		1,124
Whately, ...	220,927	310	632	6	6		306
Wilbraham, ...	387,336	428	3,080	12	2	1	530
Williamsburg, ...	340,149	326	707	9	4		378
Williamstown, ...	547,740	617	1,592	14	5		668
Wilmington, ...	199,667	204	553	5	3		229
Winchendon, ...	457,784	493	1,399	12	1	1	453
Windsor, ...	194,224	248	325	10			163
Woburn, ...	687,388	952	2,318	10	1	1	825
WORCESTER, ...	3,696,005	1,825	12,920	32	6	1	2,290
Worthington, ...	307,851	314	909	11	2	1	329
Wrentham, ...	634,091	660	1,781	18	2	1	806
Yarmouth, ...	465,466	610	2,050	13	12	1	671

NOTE.—The valuation and number of Polls, as above stated, may be found in the laws of the Commonwealth, passed in 1841.

The account of the Schools is from the School returns, made in 1845, by the Hon. HORACE MANN, Secretary of the Board of Education. Mr. Mann also states that the number of scholars who attended school under 4 years of age was 6,997; and that the number of those over 16 years, who attended, was 11,572. The number of scholars of all ages in all the schools was, in summer, 149,189; in winter, 169,977. The number of male teachers was 2,523; of female, 4,774. The average monthly wages of males, including the value of board, was \$32.11; of females, \$13.08; and that the average value of board for males, per month, was \$7.81; for females, \$5.51. See *County Table*.

COUNTY TABLE.

Valuation, Polls, Militia, Schools, &c. &c.

COUNTIES.	No. of Towns.	Square Miles.	Population to sq. Mile.	No. of Polls.	Valuation.	No. of Enrolled Militia.*	No. of Senators.	No. of Representatives.	Amount of Public and Private School Money.	No. of Children between 4 and 16 years of age.	No. of Public Schools.	No. of Incorporated Academies.
Barnstable, ...	13	367	89	8,002	4,896,683	2,999	2	14	32,920	9,387	162	5
Berkshire, ...	30	952	44	10,911	9,546,927	5,182	2	22	28,569	11,453	264	4
Bristol, ...	19	667	90	14,821	19,493,686	8,918	3	29	53,615	17,154	276	4
Dukes, ...	3	133	30	1,104	1,107,343	419	1	2	4,216	1,107	19	1
Essex, ...	28	400	237	24,006	31,111,124	9,239	5	42	108,324	26,581	311	10
Franklin, ...	26	723	40	7,500	6,548,694	2,875	2	17	18,240	8,149	255	8
Hampden, ...	18	650	57	9,935	10,188,424	4,115	2	20	29,051	10,281	221	3
Hampshire, ...	23	590	52	7,934	7,298,351	3,231	2	16	30,463	8,379	219	5
Middlesex, ...	48	888	120	28,045	37,593,082	15,050	6	52	125,626	28,114	435	11
Nantucket, ...	1	59	152	2,532	6,074,374	649	with Dukes,	4	12,930	1,900	15	2
Norfolk, ...	22	445	119	14,041	15,522,527	8,337	3	23	68,559	14,299	210	2
Plymouth, ...	21	667	71	12,140	10,694,719	5,841	2	22	43,469	12,945	264	6
Suffolk, ...	3	14	6841	19,078	110,000,000	4,446	5	36	219,868	10,338	154	
Worcester, ...	56	1675	57	25,859	29,804,316	13,169	5	51	78,733	26,897	577	7
			98†					350	\$ 854,583†	194,984	3382	66
	131	8230		185,908	\$ 299,880,250	84,470	40					

* The militia of Massachusetts is divided into two classes, the Active and Enrolled. The Active Militia consists of Volunteers, who are paid a per diem allowance, when on duty, amounting, in the whole, to \$6 per annum, to each man. This branch numbered, January 1, 1846, 6,069 men. The Enrolled Militia consists of all "able-bodied, white, male citizens, of the age of eighteen years and under that of forty-five, excepting persons enlisted into volunteer companies, and persons exempted by law, as incapacitated by physical and other causes." This branch amounted, as above, to 84,470 men, which, added to the Active Militia, gave the State, January 1, 1846, a force of 90,539 men.

† In addition to this sum, \$36,338 was contributed in board and fuel, making the total expenditure \$980,921. The Massachusetts School Fund, designed not to exceed a million of dollars, and which is to be permanent, amounted, January 1, 1846, to \$810,494.

POST VILLAGES.

THERE are no *incorporated* villages in Massachusetts; but there are numerous collections of buildings, or settlements, denominated villages, scattered throughout the state; many of which have different names from those of the towns in which they are located, and in which many of our Post Offices, bearing the names of villages, are situated.

Every town in the state, except Raynham and Hull, have Post Offices of the same names; and there are but few towns in the Commonwealth without one or more Post Offices having *north, east, south or west* attached to its name. These offices are easily found by the names of the towns, and are omitted in the following list of Post Offices whose locations are more difficult to discover.

Adamsville, Coleraine.
 Agawam, West Springfield.
 Annisquam, Gloucester.
 Ashleysville, Sheffield.
 Baldwinville, Templeton.
 Belville Port, Newbury.
 Byfield, Newbury.
 Cabotsville, Springfield.
 Centreville, Barnstable.
 Charlton Depot, Charlton.
 Chester Factories, Chester.
 Chickopee Falls, Springfield.
 Clapville, Leicester.
 Cotuit Village, Barnstable.
 Cold Brook, Oakham.
 Curtisville, Stockbridge.
 Chiltonville, Plymouth.
 Ervingville, Orange.
 Falley M^o Roads, Chester.
 Farnumsville, Grafton.
 Feeding Hills, West Springfield.
 Feltonville, Marlborough.
 Forge Village, Westford.
 Franklin City, Franklin.
 Hartsville, Tyngham.
 Haydensville, Williamsburg.
 Holmes' Hole, Tisbury.
 Holyoke Place, South Hadley.
 Hyannis, Barnstable.
 Hyannis Port, Barnstable.
 Ireland, West Springfield.
 Jamaica Plains, Roxbury.
 Lock's Village, Petersham.
 Long Plain, Fairhaven.
 Manchaug, Sutton.
 Marston's Mills, Barnstable.
 Mattapoiset, Rochester.

Middlesex Village, Chelmsford.
 Millington, New Salem.
 Mill River, Stockbridge.
 Montague Canal, Montague.
 Monument, Barnstable.
 Millville, Blackstone.
 Neponset Village, Dorchester.
 New Boston, Tolland.
 New England Village, Grafton.
 Newton Centre, Newton.
 Newton Lower Falls, Newton.
 Newton Upper Falls, Newton.
 Northville, Abington.
 Oysterville, Barnstable.
 Palmer's Depot, Palmer.
 Pocasset, Sandwich.
 Rock Bottom, Stow.
 Rockville, Medway.
 Saxonville, Framingham.
 Scotland, Bridgewater.
 Shelburne Falls, Shelburne.
 Shirley Village, Shirley.
 Sippican, Rochester.
 * Stearnsville, Pittsfield.
 Three Rivers, Palmer.
 Townsend Harbor, Townsend.
 Unionville, Hopkinton.
 Vandeusenville, Great Barrington.
 Weir Village, Taunton.
 Waterford, Blackstone.
 Whittingsville, Northbridge.
 Wilkinsonville, Sutton.
 Willimanset, Springfield.
 Wood's Hole, Falmouth.
 Woodsville, Hopkinton.
 Westport Point, Westport.
 Yarmouth Port, Yarmouth.

* Swampscot, Lynn.

PUBLIC INSTITUTIONS.

HARVARD UNIVERSITY,

Cambridge.

THIS university, the oldest in the United States, was incorporated in 1638, and named *Harvard College*, from the Rev. John Harvard, its principal founder. Its endowments have been since greatly increased by donations from the State, as well as by numerous acts of private bounty; and, with regard to funds, library, professorships, and literary advantages in general, it is the first institution of the kind on the American continent. It comprises a department for under-graduates, and one for students preparing for each of the learned professions, theology, law, and medicine. The principal college buildings are—University Hall, an elegant edifice of granite, containing a chapel, lecture rooms, dining halls, &c.; Harvard Hall, a brick edifice, containing the library, philosophical apparatus and mineralogical cabinet; four other brick edifices, called Massachusetts, Hollis, Stoughton, and Holworthy halls, each four stories high containing rooms for the accommodation of under-graduates; Divinity Hall, a large brick edifice for the accommodation of the theological students; and Holden Chapel, containing the anatomical museum, chemical laboratory, and lecture rooms. The library is the largest in the Union, and contains about 50,000 volumes. The philosophical apparatus is probably not surpassed by any in the country. The chemical laboratory, anatomical museum, and cabinet of minerals, are all valuable. The botanic garden comprises seven acres, laid out in an ornamental style, and is furnished with an interesting collection of trees, shrubs, and plants, both native and foreign.

The legislative government is intrusted to a corporation, consisting of the president of the university and six fellows, and to a board of overseers, composed of the president, the governor of the state, lieutenant-governor, members of the council and senate, and the speaker of the house of representatives, *ex officio*, together with thirty others, fifteen clergymen and fifteen laymen, elected for the purpose. The officers of the university, to whom the business of instruction is confided, are a president, twenty-one professors, two tutors, and several *instructors*. The president, a part of the professors, and the tutors, constitute the immediate government of the institution.

The course of education requisite to obtain the first degree in arts in this university, as in American colleges generally, is completed in four years. In the theological school, the course of education is completed in three years and the students are divided into three classes, junior, middle, and senior.

Tuition is afforded free of expense to all pupils in this school, and further assistance is given to such as are indigent. Graduates of any college, of good moral character, may be admitted to share in all the benefits of this institution,

The law school was established in 1817. Candidates for admission must be graduates of some college, or qualified, according to the rules of court, to become students at law. Students in this department, who are graduates of a college, complete their education in three years. Those who are not graduates, complete it in five years.

The lectures for the medical students are delivered in Boston, at the Massachusetts Medical College, which is a spacious edifice of brick, and contains a medical library of about 4,000 volumes. They commence annually on the third Wednesday in November, and continue three months. In order to obtain a degree of M. D., it is necessary for a student to attend two courses of lectures, and to pass three years, including the time occupied in attending the lectures, under the direction of some regular practitioner. In 1846, the number of under-graduates was 279, theological students 32, law students 145, medical students 157; resident graduates, 15;—total, 628.

Commencement is on the last Wednesday in August. The academical year is divided into two terms, of twenty weeks each, and two vacations. The first vacation is from the end of the first term, six weeks; the second, from the end of the second term, to Friday after commencement, six weeks.

Succession of Presidents.

<i>Accessus.</i>			<i>Exitus.</i>
1640. Aug. 27.	Rev. HENRY DUNSTER, M. A.		1654.
1654. Nov. 27.	Rev. CHARLES CHAUNCEY, B. D.		1672.
1672. Sept. 10.	Rev. LEONARD HOAR, M. D.		1675.
1675. April 7.	Rev. URIAH OAKES, M. A.		1681.
1682. April 10.	Rev. JOHN ROGERS, M. A.		1684.
1685. June 11.	Rev. INCREASE MATHER, D. D.		1701.
1701. Sept. 6.	Rev. SAMUEL WILLARD, M. A., V. Pres.		1707.
1707-8. Jan. 14.	Hon. JOHN LEVERETT, M. A.		1724.
1725. July 7.	Rev. BENJAMIN WADSWORTH, M. A.		1737.
1737. Sept. 28.	Rev. EDWARD HOLYOKE, M. A.		1769.
1770. March 21.	Rev. SAMUEL LOCKE, D. D.		1773.
1774. Oct. 14.	Rev. SAMUEL LANGDON, D. D.		1780.
1781. Dec. 19.	Rev. JOSEPH WILLARD, D. D., LL. D.		1804.
1806. March 6.	Rev. SAMUEL WEBBER, D. D.		1810.
1810. Nov. 14.	Rev. JOHN THORNTON KIRKLAND, D. D., LL. D.		1828.
1829. Jan. 15.	Hon. JOSIAH QUINCY, LL. D.		1845.
1846. April 29.	Rev. EDWARD EVERETT, D. D., LL. D.		

WILLIAMS COLLEGE,

Williamstown.

This institution was incorporated in 1793, and the first commencement was held in 1795. It was named in honor of Col. Ephraim Williams, the founder, a native of Newton, near Boston, and eldest son of Col. Ephraim Williams, one of the first settlers of Stockbridge. The buildings consist of one brick edifice of four stories, and two of three stories for students; a brick chapel 93 by 38 feet, an observatory for astronomical purposes, (the first erected in the United States,) a magnetic observatory, and a laboratory. The chemical and philosophical apparatus is among the most extensive and valuable in the country; and the college library, together with the "Adelphic Union," or student's library, numbers about 10,000 volumes.

The terms of admission, and the course of studies, are essentially the same as at other New England colleges; and all the expenses, except for clothing, are less than one hundred dollars a year. The fast property of the college, with the library, apparatus and cabinet of minerals, cost about \$50,000, and the productive fund is \$50,000. Besides the president and tutors, there is established a professorship of divinity, of intellectual and moral philosophy, of languages, of natural history, of natural philosophy and astronomy, of rhetoric and political economy, of chemistry, and of mathematics. Commencement is on the third Wednesday in August. Vacations:—From commencement four weeks; from the third Wednesday in December six weeks; and from the first Wednesday in May, three weeks. Students in 1846, 168.

Succession of Presidents.

<i>Accessus.</i>		<i>Exitus.</i>
1793. . . .	REV. EBENEZER FITCH, D. D.	1815.
1815. . . .	REV. ZEPHANIAH SWIFT MOORE, D. D.	1821.
1821. . . .	REV. EDWARD DORR GRIFFIN, D. D.	1836.
1836. . . .	REV. MARK HOPKINS, D. D.	

AMHERST COLLEGE.

Amherst.

This institution is situated on elevated ground, and commands an extensive and delightful prospect. There are three brick buildings for the accommodation of the scholars; halls, lecture rooms, &c. The institution was opened in 1821, and incorporated in 1825.

The basis of the institution is a fund of \$50,000, subscribed by individuals, five sixths of the interest of which is appropriated to the education of indigent young men for the ministry. The officers are, a president and

professors of divinity, mathematics, natural philosophy, languages, and Oriental literature.

Commencement is on the last Thursday of July. Vacations :—From commencement, four weeks ; from the Wednesday preceding the annual thanks giving, six weeks ; and from the third Wednesday in April, two weeks. Volumes in libraries, 12,500. Number of students, 157.

Succession of Presidents.

<i>Accessus.</i>		<i>Exitus</i>
1821. . . .	Rev. ZEPHANIAH SWIFT MOORE, D. D.	1823
1823. . . .	Rev. HEMAN HUMPHREY, D. D.	1845.
1845. . . .	Rev. EDWARD HITCHCOCK, LL. D.	

THEOLOGICAL SEMINARY,

Andover.

THIS theological seminary is properly a branch of Phillips' Academy, inasmuch as it is under the supervision of the same Board of Trustees, and grew out of this school. Aside from this connection, however, it is an entirely distinct institution. This Seminary was formed in 1808. Early in its history it had the good fortune to enlist in its behalf the zeal of several wealthy and large-hearted men.

The founder of the Abbot professorship of Christian Theology, after having largely aided the institution in other ways, made its board of trustees his residuary legatee ; thus contributing, in all, about \$120,000 to its objects. The founder of the Bartlett professorship of Sacred Rhetoric, besides giving \$25,000 to endow this professorship, erected, at his sole expense, two valuable dwelling houses for professors ; built one of the large halls and the chapel ; paid the salary of a president for five or six years, which was \$1,500 per annum ; contributed largely with others to found still another professorship ; and bequeathed \$50,000 to the institution in his will. And from other sources the seminary has received numerous donations in sums varying from \$500 to \$10,000 or more ; so that it may now be said, for an American institution, to be liberally endowed—although it cannot vie in this respect with the older institutions of the other continent. For several years there were but three professors ; now there are five, one of whom acts as president. Each member of the faculty has a salary of \$1,500 per annum, together with the use of a dwelling house and a few acres of land. The number of volumes in the library is between fourteen and fifteen thousand. The library of the Porter Rhetorical Society connected with the seminary contains 2,500 volumes. And there is also a valuable library of 1,400 volumes, which belongs to the Society of Inquiry, together with a museum and cabinet of minerals, containing contributions from various missionary stations in all parts of the

world. The site on which the seminary edifices stand, is well chosen, and the grounds in front of the buildings are tastefully laid out. The number of students at this time is 86; of the whole number, from the beginning, 970. Its Alumni are widely dispersed.

NEWTON THEOLOGICAL INSTITUTION.

(See *Newton.*)

WESLEYAN ACADEMY.

(See *Wilbraham.*)

CATHOLIC COLLEGE.

(See *Worcester.*)

MASSACHUSETTS GENERAL HOSPITAL.

(See *page 62.*)

MCLEAN ASYLUM FOR THE INSANE.

THIS establishment is located on a beautiful rise of ground, in Somerville, near East Cambridge, and about a mile and a half from the City Hall, in Boston. The buildings are large, and exceedingly well adapted to their philanthropic design. They cost about \$186,000. This house was opened for patients on the 6th of October, 1818.

Belonging to and surrounding this asylum, are about fifteen acres of land, appropriated to courts and gardens. These are laid out with gravelled walks. The former are furnished with summer houses, and the latter are ornamented with groves of fruit and ornamental trees, shrubbery and flowers. Surrounding the lower garden, and within the enclosure, is a carriage path, where patients are taken to ride. In the centre is a small fresh water pond, containing several hundred gold and silver fish, and immediately contiguous is a summer house, where the patients at times resort for games and amusements.

The system of moral treatment adopted and pursued, is founded upon principles of elevated benevolence and philanthropy, and an acquaintance with human nature, and the capabilities and wants of the insane. The previous tastes, habits and pursuits, and the present inclinations and feelings of each individual are habitually consulted. A library for the use of the patients has been purchased, and those of them who are disposed to read, are permitted at stated periods to send in their names and the number of the book desired; the

list is examined and approved by the physician, and the books are distributed by the librarian. In the same way writing materials are distributed, and patients are engaged in keeping journals—writing sketches of their lives, poetry, addressing letters to their friends, drawing, &c. Some engage in games, as bowling, throwing the ring, battledore, graces, jumping the rope, chess, draughts, back-gammon, &c., or are occupied in walking and riding into the country, or in making fishing excursions in the company of their attendants, while others are working on the farm and in the garden. The female patients, besides being employed in various kinds of needle and ornamental work, are engaged in various domestic labors. The quiet and convalescent patients regularly attend the religious exercises of the family, and a portion of them join in the vocal and instrumental music of the occasion; a part of this number also attend church on the Sabbath, in company with the nurses and attendants, and dine with the family. A regulated intercourse with the family and society is regarded as an important auxiliary in the means of cure, and on suitable occasions they are invited into the house, where parties are made for their special amusement and benefit.

JOHN McLEAN, Esq., of Boston, an eminent merchant, who died in 1823, aged 64, bequeathed a large amount of property to this institution; hence its name. See page 62.

STATE LUNATIC HOSPITAL,

Worcester.

This hospital, established in 1832, is an institution honorable to the nature of man. It is a beautiful building, delightfully located, and admirably conducted. Its plan and arrangements are so excellent as to render it a model for similar institutions in other states.

This institution is a receptacle for all persons arraigned as criminals, but found to have committed the offences in a state of insanity; of paupers, and of those who are so furiously mad as to render their continuance at large dangerous to the community.

Although the worst cases of insanity are found here, yet experience has proved that there are very few cases of derangement which may not be ameliorated by the kindly influence of humane treatment.

The number of patients committed to this hospital, since its foundation, to November 30, 1845, was 2,306; the number discharged, was 1,946, and the number recovered was 1,038. The number remaining was 360; the average number in the hospital was 316.

The establishment can accommodate about 400 patients. The whole number of officers and attendants connected with the institution, including the superintendent, two assistant physicians, chaplain, steward, matron, supervisors and assistants, was seventy-five.

DR SAMUEL B. WOODWARD, a gentleman of great learning and experience, and under whose superintendence the hospital was conducted from its establishment to 1846, in his last report, says: "In my experience of six years as physician of a prison, and thirteen as superintendant of this hospital, I have seen many individuals who were broken off abruptly from all stimulating drinks, yet I do not think a single case of delirium tremens has occurred.

"Alcohol is not the only narcotic which affects the brain and nervous system. *Tobacco* is a powerful narcotic agent, and its use is very deleterious to the nervous system, producing tremors, vertigo, faintness, palpitation of the heart, and other serious diseases. That tobacco certainly produces insanity, I am unable positively to observe; but that it produces a predisposition to it, I am fully confident. Its influence upon the brain and nervous system generally, is hardly less obvious than that of alcohol, and if used excessively, is equally injurious.

"The very general use of tobacco among young men at the present day, is alarming, and shows the ignorance and devotion of the devotees of this dangerous practice to one of the most virulent poisons of the vegetable world. The testimony of medical men, of the most respectable character, could be quoted, to any extent, to sustain these views of the deleterious influence of this dangerous narcotic."

STATE PRISON.

THIS institution was founded in 1800, and soon after located on a point of land in Charlestown, near East Cambridge, and which is connected with Canal bridge by a lateral bridge of 1,820 feet in length.

After having struggled with many and great difficulties attendant on the establishment of an institution so entirely new, the state, by the agency of suitable men, have so placed it as to effect all the objects proposed, without any expense to the commonwealth.

The number of commitments to this institution since the year it was opened, (1805,) to February 23, 1846, was 3,926; averaging about 96 a year. The largest numbers were committed in 1817, (161,) 1818, (151,) and in the year 1834, (141;) the smallest numbers were in 1806, (42,) 1807, (55,) and in 1831, (60.)

The number pardoned, during that period, was 460. The number committed for life, and pardoned by the governor and council, was 125. "The average period of imprisonment of convicts committed for life, and pardoned, was five years and nearly nine and a half months." The whole number of prisoners, September 30, 1845, was 287, of which number 103 were natives of Massachusetts, 118 of other states in the Union, 18 Englishmen, 27 Irishmen, and 21 from other countries.

VOTES FOR GOVERNOR.

Votes for the two prominent candidates for Governor, throughout the State of Massachusetts, from 1800 to the present time.

In 1831 the Constitution of the State was amended; the June session of the Legislature abolished, the time for electing a Governor was changed from April to November, and the commencement of the political year was altered from the last Wednesday in May to the first Wednesday in January.

The names of the successful candidates are in the first column. In the years 1834, 1842, 1843, and 1846, the Governors were elected by the legislature, there being no choice by the people, the preceding years.

Rateable Polls.—We give the rateable polls in the State at the six decennial valuations to show the comparative interest excited at the various elections.

The number of rateable polls in the State, including Maine, in 1791, was 106,427; in 1801, 126,010; in 1811, 167,770; in 1821, (without Maine,) 122,715; in 1831, 150,591; and in 1841, 185,908. Polls in *Boston*, see p. 41.

1800.	Caleb Strong, ...	19,630.	Elbridge Gerry, ...	16,958.
1801.	do.	25,452.	do.	20,169.
1802.	do.	29,983.	do.	19,584.
1803.	do.	29,199.	do.	11,656.
1804.	do.	30,011.	James Sullivan, ...	21,979.
1805.	do.	35,204.	do.	33,250.
1806.	do.	36,433.	do.	36,031.
1807.	James Sullivan, ...	41,954.	Caleb Strong, ...	39,224.
1808.	do.	41,193.	Christopher Gore, ...	39,643.
1809.	Christopher Gore, ...	47,916.	Levi Lincoln, ...	45,118.
1810.	Elbridge Gerry, ...	46,541.	Christopher Gore, ...	44,272.
1811.	do.	43,328.	do.	40,142.
1812.	Caleb Strong, ...	52,696.	Elbridge Gerry, ...	51,396.
1813.	do.	56,754.	Joseph B. Varnum, ...	42,789.
1814.	do.	56,374.	Samuel Dexter, ...	45,953.
1815.	do.	50,921.	do.	43,938.
1816.	John Brooks, ...	49,578.	do.	47,384.
1817.	do.	46,160.	Henry Dearborn, ...	38,129.
1818.	do.	39,533.	B. W. Crowninshield, ...	30,041.
1819.	do.	42,875.	do.	35,271.
1820.	do.	31,072.	William Eustis, ...	21,927.
1821.	do.	28,608.	do.	20,608.
1822.	do.	28,487.	do.	21,177.
1823.	William Eustis, ...	34,402.	Harrison G. Otis, ...	30,171.
1824.	do.	38,650.	Samuel Lothrop, ...	34,210.
1825.	Levi Lincoln, ...	35,221.	All others, ...	2,945.
1826.	do.	27,884.	do.	3,108.
1827.	do.	29,029.	do.	10,090.
1828.	do.	27,981.	do.	6,337.

VOTES FOR GOVERNOR IN BOSTON.

1829.	Levi Lincoln, ...	25,217.	All others, ...	9,986.
1830.	do.	30,908.	Marcus Morton, ...	14,440.
1831.	do.	24,448.	do.	12,694.
1832.	do.	28,804.	Lothrop and Morton, . .	24,332.
1833.	do.	33,946.	do.	29,952.
1834.	John Davis, ...	25,149.	J. Q. Adams & M. Morton,	33,767.
1835.	do.	43,757.	Morton and Bayley, . .	28,843.
1836.	Edward Everett, . . .	37,555.	Marcus Morton, ...	25,227.
1837.	do.	42,160.	do.	35,992.
1838.	do.	50,565.	do.	32,987.
1839.	do.	51,642.	do.	41,795.
1840.	Marcus Morton, . . .	51,035.	Edward Everett, ...	51,034.
1841.	John Davis, ...	70,884.	Marcus Morton, ...	55,169.
1842.	do.	55,974.	do.	51,367.
1843.	Marcus Morton, . . .	56,491.	George N. Briggs, . . .	54,939.
1844.	George N. Briggs, . .	57,899.	Marcus Morton, ...	54,242.
1845.	do.	69,570.	George Bancroft, . . .	54,714.
1846.	do.	51,638.	Isaac Davis, ...	37,427.

VOTES FOR GOVERNOR, IN BOSTON.

From the adoption of the Constitution in 1780 to the present time.

Years.	Votes given.	Names of prominent Candidates.	Votes rec'd by each.	Years.	Votes given.	Names of prominent Candidates.	Votes rec'd by each.
1780.	923.	John Hancock, . .	858	1790.	765.	John Hancock, . .	739
		James Bowdoin, . .	64			James Bowdoin, . .	24
1781.	1011.	John Hancock, . .	513	1791.	628.	John Hancock, . .	543
		James Bowdoin, . .	440			Francis Dana, . .	80
1782.	607.	John Hancock, . .	598	1792.	721.	John Hancock, . .	689
		James Bowdoin, . .	7			Francis Dana, . .	31
1783.	859.	John Hancock, . .	747	1793.	1176.	John Hancock, . .	1124
		James Bowdoin, . .	60			Elbridge Gerry, . .	34
1784.	571.	John Hancock, . .	560	1794.	2302.	Samuel Adams, . .	1400
		James Bowdoin, . .	10			William Cushing, . .	894
1785.	951.	James Bowdoin, . .	574	1795.	2043.	Samuel Adams, . .	2008
		Thomas Cushing, . .	337			William Cushing, . .	10
1786.	780.	James Bowdoin, . .	765	1796.	2464.	Samuel Adams, . .	1614
		John Hancock, . .	13			Increase Sumner, . .	848
1787.	1499.	John Hancock, . .	775	1797.	1959.	Increase Sumner, . .	1054
		James Bowdoin, . .	724			Moses Gill, ...	859
1788.	1437.	John Hancock, . .	1427	1798.	1581.	Increase Sumner, . .	1461
		James Bowdoin, . .	5			James Sullivan, . .	103
1789.	1835.	John Hancock, . .	1265	1799.	2452.	Increase Sumner, . .	1904
		James Bowdoin, . .	569			William Heath, . .	546

Years.	Votes given.	Names of prominent Candidates.	Votes rec'd by each.	Years.	Votes given.	Names of prominent Candidates.	Votes rec'd by each.
1800.	3097.	Caleb Strong,	. 1531	1824.	6418.	William Eustis,	. 3055
		Elbridge Gerry,	. 1555			Samuel Lothrop,	. 3352
1801.	3929.	Caleb Strong,	. 1851	1825.	3043.	Levi Lincoln,	. 2493
		Elbridge Gerry,	. 2078			Marcus Morton,	. 8
1802.	3870.	Caleb Strong,	. 2372	1826.	3706.	Levi Lincoln,	. 2249
		Elbridge Gerry,	. 1498			Marcus Morton,	. 11
1803.	2745.	Caleb Strong,	. 1864	1827.	4449.	Levi Lincoln,	. 2702
		Elbridge Gerry,	. 881			Marcus Morton,	. 34
1804.	2630.	Caleb Strong,	. 1980	1828.	3756.	Levi Lincoln,	. 2943
		James Sullivan,	. 650			Marcus Morton,	. 531
1805.	3845.	Caleb Strong,	. 2587	1829.	2800.	Levi Lincoln,	. 2290
		James Sullivan,	. 1253			Marcus Morton,	. 392
1806.	4114.	Caleb Strong,	. 2503	1830.	3953.	Levi Lincoln,	. 3142
		James Sullivan,	. 1605			Marcus Morton,	. 758
1807.	5235.	James Sullivan,	. 2086	1831.	3573.	Levi Lincoln,	. 2840
		Caleb Strong,	. 3149			Marcus Morton,	. 640
1808.	4737.	James Sullivan,	. 2118	1832.	4255.	Levi Lincoln,	. 3007
		Christopher Gore,	. 2610			Marcus Morton,	. 531
1809.	4945.	Christopher Gore,	. 2982	1833.	5335.	Levi Lincoln,	. 3236
		Levi Lincoln,	. 1952			Marcus Morton,	. 1217
1810.	5288.	Elbridge Gerry,	. 2211	1834.	5686.	John Davis,	. 2742
		Christopher Gore,	. 3076			Marcus Morton,	. 1233
1811.	5015.	Elbridge Gerry,	. 1879	1835.	8584.	John Davis,	. 5590
		Christopher Gore,	. 3128			Marcus Morton,	. 1995
1812.	5669.	Caleb Strong,	. 3830	1836.	6741.	Edward Everett,	. 4108
		Elbridge Gerry,	. 1833			Marcus Morton,	. 1989
1813.	5069.	Caleb Strong,	. 3571	1837.	7628.	Edward Everett,	. 4689
		Joseph B. Varnum,	. 1446			Marcus Morton,	. 2928
1814.	5120.	Caleb Strong,	. 3557	1838.	7416.	Edward Everett,	. 5312
		Samuel Dexter,	. 1557			Marcus Morton,	. 2060
1815.	4579.	Caleb Strong,	. 3135	1839.	8170.	Edward Everett,	. 5141
		Samuel Dexter,	. 1439			Marcus Morton,	. 2941
1816.	5550.	John Brooks,	. 3522	1840.	8634.	Marcus Morton,	. 3702
		Samuel Dexter,	. 2022			Edward Everett,	. 4906
1817.	4894.	John Brooks,	. 3578	1841.	11,589.	John Davis,	. 7115
		Henry Dearborn,	. 1315			Marcus Morton,	. 4397
1818.	3747.	John Brooks,	. 2999	1842.	10,548.	John Davis,	. 5980
		B. W. Crowninshield,	. 744			Marcus Morton,	. 4373
1819.	5374.	John Brooks,	. 3641	1843.	10,831.	Marcus Morton,	. 4619
		B. W. Crowninshield,	. 1744			John Davis,	. 5836
1820.	5209.	John Brooks,	. 3521	1844.	11,274.	George N Briggs,	. 6610
		William Eustis,	. 1682			Marcus Morton,	. 4222
1821.	4399.	John Brooks,	. 3088	1845.	13,578.	George N. Briggs,	. 8529
		William Eustis,	. 1303			George Bancroft,	. 4540
1822.	4548.	John Brooks,	. 3114	1846.	10,241.	George N. Briggs,	. 5565
		William Eustis,	. 1421			Isaac Davis,	. 2213
1823.	5628.	William Eustis,	. 2728				
		Harrison G. Otis,	. 2836				

CONGRESSIONAL DISTRICTS.

Massachusetts is divided into ten districts for the choice of Representatives to Congress. The Representatives are elected by the people for the term of two years, on the basis of population. Each district elects one Representative from a continuous section of the state, according to the law of 1842, requiring one representative for every 70,680 inhabitants.

NUMBER ONE.

The City of Boston.

NUMBER TWO.

Beverly, Chelsea, Danvers, Essex, Gloucester, Hamilton, Ipswich, Lynn, Lynnfield, Manchester, Marblehead, Malden, Middleton, Medford, North Chelsea, Reading, Rockport, Salem, Saugus, South Reading, Stoneham, Topsfield, Wenham.

NUMBER THREE.

Amesbury, Andover, Boxford, Bradford, Georgetown, Haverhill, Methuen, Newbury, Newburyport, Rowley, Salisbury, and West Newbury, in *Essex County*; and Billerica, Carlisle, Chelmsford, Dracut, Dunstable, Groton, Littleton, Lowell, Tewksbury, Tyngsboro', Westford, and Wilmington, in the *County of Middlesex*.

NUMBER FOUR.

Acton, Ashby, Ashland, Bedford, Boxboro', Burlington, Cambridge, Charlestown, Concord, Framingham, Hopkinton, Lexington, Lincoln, Marlboro', Pepperell, Shirley, Somerville, Stow, Sudbury, Townshend, Waltham, Woburn, Wayland, West Cambridge, Weston, and Woburn, in the *County of Middlesex*; and Berlin, Bolton, Boylston, Fitchburg, Harvard, Lancaster, Leominster, Lunenburg, Northboro', Shrewsbury, Southboro', Sterling and Westboro', in the *County of Worcester*.

NUMBER FIVE.

All the towns in *Worcester County*, except the thirteen attached to District Number Four, and Athol and Royalston, included in District Number Six.

NUMBER SIX.

Amherst, Belchertown, East-Hampton, Enfield, Granby, Greenwich, Hadley, Hatfield, Northampton, Pelham, Prescott, South Hadley, and Ware, in the *County of Hampshire*; Brimfield, Holland, Longmeadow, Ludlow, Monson, Palmer, Southwick, Springfield, Wales, Westfield, West Springfield, and Wilbraham, in the *County of Hampden*; Bernardston, Deerfield, Erving, Gill, Greenfield, Leverett, Montague, New Salem, Northfield, Orange, Shutesbury, Sunderland, Warwick, Wendell, and Whately, in the *County of Franklin*; and Athol and Royalston, in the *County of Worcester*.

NUMBER SEVEN.

The whole of *Berkshire County*; Ashfield, Buckland, Charlemont, Coleraine, Conway, Hawley, Heath, Leyden, Monroe, Rowe, and Shelburne, in *Franklin County*; Chesterfield, Cummington, Goshen, Middlefield, Norwich, Plainfield, Southampton, Westhampton, Williamsburg, and Worthington, in *Hampshire County*; and Blandford, Chester, Granville, Montgomery, Russell, and Tolland, in the *County of Hampden*.

NUMBER EIGHT.

All the towns in *Norfolk County*; Abington, North Bridgewater, Hingham, and Hull, in the *County of Plymouth*; and Brighton, Holliston, Natick, Newton, and Sherburne, in the *County of Middlesex*.

NUMBER NINE.

The towns in the *County of Plymouth*, excepting Abington, Hingham, Hull, North Bridgewater, Rochester, and Wareham; and all the towns in the *County of Bristol*, excepting Dartmouth, Fairhaven, and New Bedford.

NUMBER TEN.

The *Counties of Barnstable, Nantucket, and Dukes*; and the towns of Dartmouth, Fairhaven, New Bedford, Rochester, and Wareham.

For Valuation, Population, and the number of Polls in the several districts see *Population and Town Tables*.

CANALS.

MIDDLESEX CANAL.

This Canal commences at Boston harbor, and passes in a northwesterly direction through Charlestown and Medford, 5 miles from Boston; Woburn, 10; Wilmington, 14, to Lowell, 27 miles, on the Merrimack River. It was incorporated in 1789, and completed 1808; cost, \$528,000. Summit level, 104 feet above tide water, and 32 above the Merrimack at Lowell. Breadth at the surface, 30 feet; at bottom, 20; depth of water, 3 feet. Lockage, 136 feet; 20 locks. This and other short canals on the Merrimack, open a navigable communication between Boston and Concord, the capital of New Hampshire.

SOUTH HADLEY CANAL.

Incorporated in 1792. This canal overcomes a fall at South Hadley, by a dam 1100 feet in length, 5 locks, and a cut through solid rock, 40 feet in length, and 300 in length.

MONTAGUE CANAL.

This canal is in the town of Montague, on Connecticut River, 20 miles above Northampton, and was constructed for passing falls on that river. It

is 3 miles in length, with 75 feet lockage, and greatly promotes the navigation of the river.

BLACKSTONE CANAL.

This canal commences at Worcester, 40 miles W. by S. of Boston, and extends to Providence, R. I. Length, 45 miles. Completed in 1828. Cost, \$600,000. Fall, from the summit at Worcester to tide water at Providence, 451 $\frac{61}{100}$ feet. 48 locks. This canal serves to divert the trade of the large, fertile and manufacturing county of Worcester, and its neighborhood, from Boston to the beautiful and flourishing city of Providence. By this canal, 45 miles, with Providence River to Newport, 75; and Long Island Sound, 152; Worcester is 227 miles from the city of New York. Before the completion of a railroad from Boston to Worcester, a ton of merchandize might be transported from Worcester to New York for 25 per cent. less than to Boston.

FARMINGTON CANAL.

This canal commences at New Haven, and passes through Hampden, Cheshire, Southington, Farmington, Simsbury, and Granby, to the Massachusetts line at Southwick, 58 miles north of New Haven. From thence it passes through Westfield and Easthampton to Northampton, by the *Hampshire and Hampden Canal*, 20 miles; total length, 78 miles. The Connecticut part of the canal has 218 feet lockage, and a basin of 20 acres at New Haven. Completed in 1831, and cost \$600,000. The great design of this canal is to place New Haven in a position to compete with Hartford, and other towns on the Connecticut River, for the valuable trade of the extensive, luxuriant, and highly cultivated valley of the Connecticut.

RAILROADS.

Before steam became a powerful agent in the transportation of persons and property, great and laudable exertions were made by the citizens of Massachusetts for the extension of their trade to the north and to the west, by the construction of turnpike roads and canals. But the elevated ridges of land which lie between their capital city and the Connecticut, Housatonic, and Hudson rivers, proved insuperable obstacles to their success. The trade of the extensive valleys which these rivers drain, and of the vast country far beyond them, could not be diverted from its accustomed channels by anything less than the magnificent power, which, setting at nought all animal strength, and outstripping the speed of the wind in its course, is destined to overcome the most difficult elevations, and plant its footsteps on the banks of every important lake and river in our country.

While the Bostonians design to use their newly acquired agent in the prosecution of their internal commerce, with all that zeal and perseverance which have distinguished them on the ocean and in foreign lands, in the

same pursuit, no intelligent citizen among them will deny the just and honorable claims of the citizens of New York, as their most powerful competitors. The magnitude and wealth of that beautiful city, the enterprise of its people, and its favorable location, renders it a durable mart of commerce, which no new mode of transportation can destroy, and which all modes will tend to reach. The great basin, of which we shall presently speak, and the great commercial cities in Europe, are about as near to one of those cities as the other;—what New York gains, in distance on the land, Boston gains a full equivalent on the sea.

The following Table of the size of the vast bodies of water contained in the St. Lawrence basin, is taken from a Report of DOUGLAS HOUGHTON, Esq., State Geologist of Michigan :—

WATERS.	Mean length in miles.	Mean breadth in miles.	Mean depth in feet.	Above the sea, in feet.	Area in square miles.
Lake Superior, ...	400	80	900	596	32,000
Green Bay, ...	100	20	500	578	2,000
Lake Michigan, ...	320	70	1000	578	22,400
“ Huron, ...	240	80	1000	578	20,400
“ St. Clair, ...	20	18	20	570	360
“ Erie, ...	240	40	84	565	9,600
“ Ontario, ...	180	35	500	232	6,300
St. Lawrence, ...	—	—	20	—	940

“The basin of the St. Lawrence,” Mr. HOUGHTON says, “is truly a region of ‘broad rivers and streams,’ containing, it is estimated, an area of 400,000 square miles, of which 94,000” (as per Table) “are covered with water. From the western extremity of Lake Superior to the Gulf of St. Lawrence, the distance is about 1900 miles. These ocean-lakes have been estimated to contain 11,300 cubic miles of water—a quantity supposed to exceed more than half of all the fresh water on the face of the globe. Lakes Huron and Michigan, which have the deepest chasms, have been sounded to the amazing depth of 1800 feet, without discovering bottom.” Lake Erie is the most southern and central of this unrivalled chain of navigable waters.

An assemblage of such vast fresh water seas, the immense basin or country in which they are embodied, the great arteries which supply them, and the rapid increase of population, wealth and products within this basin, and which has become united to Massachusetts in its commercial operations by railroads, deserves a particular notice in a work of this kind.

Around these inland seas, a cluster of powerful states and flourishing territories are rapidly rising. The territory which they comprise embraces that

great area, extending from the lakes on the north, to Ohio on the south, and from the western confines of the state of New York to the upper Mississippi, containing 306,000 square miles. This area is twice as large as the kingdom of France, five times as extensive as the whole of England, and thirty-six times the area of Massachusetts: it contains 196,000,000 of acres of arable land, a large portion of which is of surpassing fertility. In 1800, this vast territory contained only 50,780 inhabitants; but such has been its growth, that it now contains at least 3,500,000. Should its population continue to increase in the same ratio for ten years, it will double that of the whole United States in 1775. When this region becomes as thickly populated as old Massachusetts, it will contain near 30,000,000 souls.

This broad area is intersected in numerous directions by streams, furnishing ample means of conveyance; while uncommon facilities for the construction of canals and railroads are afforded by the level and uniform character of its surface.

This section of country probably possesses a greater aggregate power of production, than any other portion of equal extent on the globe. Its population is made up almost exclusively of the young, the resolute, the vigorous, and the intelligent, who have gone from the more densely populated communities in New England and the Middle States, to seat themselves around this chain of waters, and there to build up an empire. They have taken with them the laws, the habits, the language, and the institutions, civil and religious, of their parent states; but, above all, they have carried into that vast field an honest love of labor, and in the very act of organizing their governments, they manifest their willingness to exert and rely on their own energies, by prohibiting slavery forever throughout their limits.

This group of inland states and territories has two outlets for its commerce to the ocean; one by the Mississippi River to the Gulf of Mexico, the other through the lakes, and the River and Gulf of St. Lawrence.

These outlets are so circuitous and difficult of navigation, even in seasons when unimpeded by ice or the lowness of the waters, that transportation by railroads, in a direct course, must supersede all other modes of conveyance between the Atlantic ocean, and lakes Erie and Ontario, the common depositories of this wide field of commercial operations.

In the commerce of this western world New England cannot fail to participate to a great extent. Her extended and extending railroads to meet this trade, her wealth and enterprise, her immense amount of tonnage, her foreign and domestic commerce, her vast investments in manufactures, her fisheries, together with good markets for all kinds of western products, offer unrivalled advantages to her western brethren. Such is the preference of the western people for northern markets, that the states of Ohio, Indiana, Illinois, and Michigan, have commenced systems of internal improvement, by canals and railroads, to meet the waters of Lakes Erie and Ontario, which will extend more than 2,500 miles, and at a cost, when completed, of nearly fifty millions of dollars.

BOSTON AND WORCESTER RAILROAD.

This road was commenced in the autumn of 1831, and was opened for travel on the 4th of July, 1835. It is 44 miles in length, and has a double track. (See *Railroad Table*.) This road, although a distinct corporation, may be considered the eastern part of the

WESTERN RAILROAD.

The Western Railroad was chartered in 1833, and opened for travel from Worcester to Springfield, in 1839, and to the City of Albany, in 1842. The distances from Boston to Albany, on this road, are as follows:—

	Miles.		Miles.		Miles.
Brighton, . . .	5	East Brookfield, . . .	2, 64	Washington, . . .	3, 138
Angiers Corner, . . .	2, 7	South Brookfield, . . .	3, 67	Hinsdale, . . .	5, 143
Newton, . . .	2, 9	West Brookfield, . . .	2, 69	Dalton, . . .	3, 146
Needham, . . .	4, 13	Warren, . . .	4, 73	PITTSFIELD, . . .	5, 151
Natick, . . .	4, 17	Palmer, . . .	10, 83	Shaker Village, . . .	3, 154
Framingham, . . .	4, 21	N. Wilbraham, . . .	6, 89	Richmond, . . .	5, 159
Hopkinton, . . .	3, 24	Wilbraham, . . .	3, 92	<i>State Line</i> , . . .	3, 162
Southboro', . . .	4, 28	SPRINGFIELD, . . .	6, 98	Edwards, N. Y., . . .	2, 164
Westboro', . . .	4, 32	W. Springfield, . . .	2, 100	Canaan, " . . .	3, 167
Grafton, . . .	6, 38	Westfield, . . .	8, 108	E. Chatham, " . . .	5, 172
WORCESTER, . . .	6, 44	Russell, . . .	8, 116	Chatham, " . . .	5, 177
Clappville, . . .	9, 53	Chester Village, . . .	3, 119	Kinderhook, " . . .	7, 184
Charlton, . . .	4, 57	Chester Factory, . . .	7, 126	Schodack, " . . .	8, 192
Spencer, . . .	5, 62	Becket, . . .	9, 135	ALBANY, " . . .	8, 200

The distances from ALBANY to BUFFALO, by railroads, are as follows:—Schenectady, 15 miles; Utica, 93; Syracuse, 146; Auburn, 172; Geneva, 199; Rochester, 251; Batavia, 283, and to BUFFALO, 321 miles. By the Erie Canal, the distance is 364 miles.

From ALBANY to New York, by water, is 145 miles; by stage, on the east side of the river, 154, and on the west side, 174 miles. From ALBANY to Whitehall, is 72 miles; Tyconderoga, 96; Burlington, Vt., 154; St. Johns, in Canada, 229, La Prairie, (by railroad,) 245, and to MONTREAL, 254 miles.

From Albany to Oswego, on Lake Ontario, via Syracuse, is 184 miles; to Sackett's Harbor, by this route, is 229; and to Ogdensburg, 333 miles. From Albany to Saratoga Springs is 37 miles; to Lake George, via the Springs and Glenn's Falls, is 64 miles; to Trenton Falls, 100; and to the Catskill Mountains, 46 miles.

Distances from BUFFALO, N. Y. to St. Louis, Mo., by Lakes Erie, St. Clair, Huron, and Michigan, and the Illinois and Mississippi Rivers:—

	Miles.		Miles.		Miles.
Dunkirk, N. Y.,	45	Fort Gratiot, Mn.	72, 399	CHICAGO, Ill.,	57, 1042
Erie, . . Pa.,	46, 91	Thunder Bay, "	150, 549	Juliet, . . "	40, 1082
Conneaut, "	30, 121	Presque Isle, "	80, 629	Ottawa, . . "	45, 1127
Ashtabula, Ohio,	14, 135	MACKINAW, "	65, 694	Peru, . . "	16, 1143
Grand River, "	30, 165	Manitou, . . "	103, 797	Peoria, . . "	69, 1212
CLEVELAND, "	30, 195	MILWAUKEE, Wis.	150, 947	Beardstown, "	90, 1302
Huron, . . "	47, 242	Racine, "	25, 972	Alton, . . "	118, 1420
DETROIT, Mich.,	85, 327	Southport, "	13, 985	St. LOUIS, Mo.,	22, 1442

From *Mackinaw* to the Falls of St. Mary, at the Outlet of Lake Superior, is about 100 miles; to Copper Harbor, 200; and to Long Point, near the head of that lake, is about 400 miles. From *DETROIT*, across the Peninsula of Michigan to Chicago is about 250 miles;—making the distance from Buffalo to Chicago 577 miles, and to St. Louis 977 miles.

Distances from *BUFFALO* to *ST. LOUIS*, by Lake Erie, the Ohio canal, and the Ohio and Mississippi Rivers:—

	Miles.		Miles.
Cleveland, . . O., by lake,	195	Shawneetown, Ill., . . .	70, 1020
PORTSMOUTH, . . " by canal,	307, 502	Smithland, Ky., . . .	51, 1071
Maysville, . . " by river,	54, 556	Cairo, Ky., at the mouth of Ohio	
CINCINNATI, . . " . . "	66, 622	River, ...	60, 1131
Louisville, . . " . . "	143, 765	ST. LOUIS, Mo., ...	183, 1314
Evansville, . . " . . "	185, 950		

From *ST. LOUIS* to *NEW ORLEANS*, *down* the Mississippi, is 1273 miles; to St. Anthony's Falls, *up* that river, is 705 miles.

From *PORTSMOUTH*, *up* the Ohio, to *GUYANDOT*, Va., is 48 miles; to *MARIETTA*, Ohio, 175; to *WHEELING*, Va., 261; and to *PITTSBURG*, Pa., 353 miles.

From *Toledo*, on Sandusky Bay, on Lake Erie, 240 miles from Buffalo, to Cincinnati, by the Miami canal, is 217 miles. From Sandusky to Cincinnati, by railroads, is about the same distance. Thus a *direct* water communication is opened between the Ohio river and the Atlantic; and passengers may pass between the "Queen city of the west," and Boston or New York, by steam conveyance, in less than three days.

From *BUFFALO* to *NIAGARA FALLS*, by railroad, is 22 miles; to Fort Niagara, 36; and to the mouth of the Welland Canal, on Lake Erie, across the lake, in Canada, is about 50 miles. This canal is 42 miles in length, and overcomes an elevation between Lakes Ontario and Erie, of 334 feet. It is navigable for the largest lake vessels; more than a thousand of which annually pass through it. This canal terminates at *PORT DALHOUSIE*, on Lake Ontario, about 20 miles from the mouth of Niagara River; 40 from Toronto, 175 from Kingston, 150 from Oswego, 235 from Ogdensburg, 355 from Montreal, 535 from Quebec, and 900 miles from the ocean.—See page 45, and *Railroad Table*.

BOSTON AND LOWELL RAILROAD.

This road was incorporated on the 5th of June, 1830, and was opened for travel in June, 1835. Its length is 26 miles, and passes through Cambridge, Somerville, Medford, Woburn, Wilmington, Tewksbury, Billerica, to **LOWELL**; from which a line of railroads extends to Nashua, N. H., 41 miles from Boston; to Manchester, 59; and to Concord, the capital of New Hampshire, 76 miles. The Lowell and Nashua railroads have double tracks; and, in common with all railroads in New England, are laid with heavy railroad iron, and constructed in the most substantial manner.—See page 44, and *Railroad Table*.

This road is the commencement of a line of railroads from Boston to Montreal, by the way of Concord and Haverhill, in New Hampshire, and Montpelier and Burlington, in Vermont. The distance from Boston to Burlington, by this route, is about 220 miles; making the distance from Boston to Montreal, all the way by railroads, 310 miles; or, by railroads and Lake Champlain, 320.—See *Fitchburg Railroad*.

A railroad is contemplated to pass from Haverhill to St. Johnsbury, Vt., from thence to the Canada line, and through the eastern townships to Montreal. The distance is about the same as by the way of Burlington.

BOSTON AND PROVIDENCE RAILROAD.

This road was incorporated in 1831, and opened for public use in June 1835. The distances on this road from Boston are as follows:—

	Miles.		Miles.		Miles.
Roxbury, ...	2	Sharon, ...	17½	Dodgeville, . . .	32½
Jamaica Plains, . .	3½	Foxboro', ...	21½	Perrin's Corner, .	35
Toll Gate, ...	4½	Mansfield, ...	24	Seekonk, ...	38½
Dedham, Low Plain, 8½		Toby's Corner, . .	26	PROVIDENCE, R. I.,	41
Canton, ...	14	Attleboro', ...	31		

This road extends to Stonington, Ct., 88 miles from Boston. From Stonington we cross the Sound to Greenport, on Long Island, 28 miles; from thence to New York, by railroad, is 94 miles, making the whole distance from Boston to New York, by this route, 210 miles.

The distance from Providence to New York, by water, is as follows:—Newport 30 miles; Point Judith, 41; Stonington, 68; New London, 80; New Haven, 102; Bridgeport, 122; and New York, 182;—making the distance between Boston and New York, by the above railroad and Long Island Sound, 223 miles.—See *Railroad Table*, and page 44

TAUNTON AND NEW BEDFORD RAILROAD.

This road leaves the Boston and Providence railroad at Mansfield, 24 miles from Boston; it then passes through Norton, 28, and then to **TAUNTON**,

35 miles. From Taunton it passes *Myrick's*, 42, and to New Bedford, 55 miles from Boston. From New Bedford to Wood's Hole, is 20 miles; Holmes' Hole, 29, Edgartown, 35; and to Nantucket, 65 miles. From Boston to Nantucket, by this route, is 120 miles.

EASTERN RAILROAD.

This road was opened for travel to Salem in 1839; to Portsmouth, N. H., in 1840, and to Portland, Me., in 1842. This road has branches to Gloucester and Marblehead. Distances from Boston to Portland are as follows:—

Miles.		Miles.		Miles.	
Lynn, ...	9	Seabrook, N. H.,	40	South Berwick, Me.,	67
Salem, ...	14	Hampton Falls, "	43	North Berwick, "	72
Beverly, ...	16	Hampton, ...	44	Wells, ...	76
Hamilton, ...	20	North Hampton, .	46	Kennebunk, . . .	82
Ipswich, ...	25	Greenland, . . .	49	Saco, ...	91
Rowley, ...	29	PORTSMOUTH, . .	54	Scarborough, "	99
Newburyport, . . .	34	Elliot, . . . Me.,	60	PORTLAND, . . .	105
Salisbury, ...	36				

Preparations are making for the extension of this and the *Boston and Maine* lines of railroads to more distant sections in Maine. The distance from Portland to Augusta is 54 miles; to Bangor, 122; to Ellsworth, 135; to Machias, 205; to Eastport, 230; to St. John, N. B., 290, and to Halifax, N. S., 465 miles.—See *Railroad Table*, and page 44.

BOSTON AND MAINE RAILROAD.

This road was opened for travel to Dover, N. H., in 1841, and in 1843 to South Berwick, in Maine, where it meets the Eastern Railroad. The distances from Boston, on this road, are as follows:—

Miles.		Miles.		Miles.	
Somerville, ...	2	North Andover, .	26	Newmarket, N. H.,	56
Malden, ...	5	Bradford, ...	31	Durham, ...	61
N. Malden, ...	7	Haverhill, ...	32	Madbury, ...	63
S. Reading, ...	10	Plaistow, . N. H.,	37	Dover, ...	66
Reading, ...	12	Newtown, ...	40	Somersworth, . .	69
Wilmington, ...	16	East Kingston, "	44	Berwick, . Me.,	70
Ballardvale, ...	21	Exeter, ...	49	South Berwick, "	71
Andover, ...	23	S. Newmarket, "	53	PORTLAND, . . .	110

—See page 44, and *Railroad Table*.

A branch of this road extends from the South parish in Andover, across the *Merrimack*, to Methuen. Length, about 4 miles.

NORWICH AND WORCESTER RAILROAD.

This road was opened for travel from Worcester to Norwich, in 1840. The distance from Boston to Norwich, by the Boston and Worcester, and Norwich and Worcester railroads, is 103 miles; to Allen's Point, by steamboat, 110; to New London, 118; to Greenport, on Long Island, across the Sound, is 138 miles, and to New York, by the Long Island Railroad, is 232 miles. By steamboats, on Long Island Sound, from Allen's Point to New York, is 110 miles.—See *Railroad Table*.

BERKSHIRE AND HOUSATONIC RAILROADS.

These roads are connected to form a railroad communication between the Western Railroad, at the State Line, and Long Island Sound, at Bridgeport, Connecticut.

Distances from West Stockbridge to Bridgeport:—

Miles.		Miles.		Miles.	
Canaan, . . .	Ct., 24	New Milford, . .	Ct., 60	Bottsford, . . .	Ct., 81
Canaan Falls, .	" 30	Brookfield, . . .	" 66	Stepney, . . .	" 86
Cornwall, . . .	" 36	Newtown, . . .	" 76	BRIDGEPORT, . .	" 96
Kent, . . .	" 48				

From Bridgeport to New York is 60 miles, making this route from Boston to New York, 318 miles. From Albany to New York, by this route, is 194 miles.

The *Hudson and Berkshire* railroad, extending from West Stockbridge to the City of Hudson, N. Y., was opened for travel 29th Sept., 1838. Length, 34 miles. From Hudson to New York, by water, is 116 miles.

FITCHBURG RAILROAD.

This, like the Boston and Lowell and Boston and Worcester Railroads, is the commencement of an important channel of communication between the waters of the great northern and western lakes and those of Massachusetts Bay, at Boston. It passes about 80 miles in Massachusetts; through the southern section of New Hampshire; across the State of Vermont; and through the northern counties of the State of New York, to Ogdensburg, at the foot of all the great Lakes, on the River St. Lawrence.

From Boston to Fitchburg is 49 miles; to Keene, New Hampshire, by the *Cheshire Railroad*, 91; to Bellows Falls, 114; to Rutland, Vt., 166; to Burlington, Vt., 226; to Port Kent, N. Y., across Lake Champlain, 236; and to Ogdensburg, 363 miles.

Ogdensburg is a beautiful place, and admirably adapted as a storehouse for the vast trade of one of the largest and most productive regions in the

world, seeking an outlet for a market on the Atlantic borders, by a more direct and expeditious course than it at present pursues.

Acts of incorporation have been granted by the several states for the construction of this line of railroads, and laudable exertions are making by companies and individuals for the accomplishment of this noble enterprise. See *Boston and Lowell Railroad*; page 44, and *Railroad Table*.

CONNECTICUT RIVER RAILROAD.

This road passes from Springfield to Greenfield, and is destined to extend up the Connecticut to meet the railroads from Boston, on their routes to the great northern and western waters. This road was opened from Springfield to Northampton, a distance of 17 miles, on the 13th of December, 1845, and from thence to Greenfield, 20 miles, in 1846. From Greenfield to Brattleboro', Vt., is 21 miles; Bellows Falls, 45; Windsor, Vt., 70; Lebanon, N. H., 90; Haverhill, 125; Lancaster, 175; and to the Canada line, about 225 miles.

HARTFORD AND SPRINGFIELD RAILROAD.

This road extends from Springfield to Longmeadow; crosses the Connecticut at Enfield, Ct., and passes through Windsor to Hartford, Ct., a distance of 25 miles. From Hartford to New Haven, by railroad, is 34 miles, and from thence to New York, per steamer, is 80 miles; making the distance from Boston to New York, by this route, 237 miles. A railroad will soon be in operation between New Haven and New York, a distance of about eighty miles.

From Hartford to Middletown is 15 miles, and to Saybrook, at the mouth of Connecticut river, 45 miles.

OLD COLONY RAILROAD.

This road was opened for travel on the 10th of November, 1845. The distances on this road from Boston, are as follows:—

	Miles.		Miles.		Miles.
Savin Hill, . .	2½	South Braintree, .	11½	Halifax, . . .	28
Harrison Square, .	3	South Weymouth, .	14½	Plympton, . . .	29½
Neponset Village .	4½	Abington, . . .	18½	Kingston, . . .	32½
Quincy, . . .	8	South Abington, .	20	PLYMOUTH, . .	37
North Braintree, .	10	Hanson, ...	24½		

From Plymouth to Barnstable is 28 miles; to Hyannis Port, on the south side of Cape Cod, 34; to Edgartown, on Martha's Vineyard, 56, and to Nantucket, 63 miles.

A branch of this road extends from South Abington depot, to the ancient town of BRIDGEWATER, erroneously called *South Bridgewater*. Length about 6 miles.

VERMONT AND MASSACHUSETTS RAILROAD.

This is another branch of the Fitchburg Railroad, to meet the Connecticut River Railroad in a more direct line than by the Cheshire branch to Bellows Falls. It will extend to Greenfield and Northfield; but its location between Connecticut River and Lake Champlain, was unsettled in Oct, 1846.

PROVIDENCE AND WORCESTER RAILROAD.

This road commences at Worcester, and passes through Millbury, Uxbridge and Blackstone, in Mass., and Smithfield, and North Providence, in R. I., to the City of Providence, a distance of about 45 miles.

WORCESTER AND NASHUA RAILROAD.

This road extends from Worcester to Nashua, N. H., a distance of 45 miles. It passes north through the towns of Holden, Lancaster, Harvard, Shirley, Groton and Pepperell, and meets the great northern railroad from Boston to Canada, at Nashua, N. H.

PITTSFIELD AND NORTH ADAMS RAILROAD.

This road leaves the Western Railroad about two miles east of the Pittsfield depot, and passes up a branch of the Housatonic River, and down a branch of the Hoosic, through Lanesborough, Cheshire, and South Adams, to North Adams, a distance of 18½ miles.

This railroad was chartered in 1845, and is designed as the commencement of a long line of railroad communication, to be extended northerly, through Williamstown into Vermont, and through Bennington, Manchester, and Rutland, to Burlington; passing along the entire valley of Western Vermont. At Rutland, this road will meet a railroad from Boston.—See *Fitchburg Railroad*.

FALL RIVER RAILROAD.

This new route from Boston to Narraganset Bay and New York, passes through Dorchester, Quincy and Braintree, by the Old Colony Railroad, a distance of 11½ miles. It then passes through Randolph, North Bridgewater, West Bridgewater, Middleborough, and Berkley, to Fall River, a distance from Boston of 50 miles. From Fall River, it will proceed to Newport, R. I., by railroad, a distance of 17 miles. From Newport to Greenport, on Long Island, is 60 miles, and from thence to New York, by railroad, is 94 miles, making the distance from Boston to New York, by this route, 221 miles. From Newport to New York, by steamboat, is 152 miles.

WEST BROOKFIELD AND BARRE BRANCH OF THE WESTERN RAILROAD.

This road will extend from the village of West Brookfield to the centre of the town of Barre. Length about 15 miles.

LEXINGTON AND WEST CAMBRIDGE RAILROAD.

This road leaves the Charlestown branch of the Fitchburg Railroad, near Fresh Pond, about four miles from Charlestown, and extends through West Cambridge, to Lexington, about 11 miles from Boston.

NOTE.—Most of our principal Railroads have branches connected with them; but as those branches are generally mentioned in the descriptions of towns where they exist, they are not particularly noticed here.

RAILROADS GRANTED IN 1846.

At the sitting of the Legislature in 1846, a number of Railroads was granted; about which all we can say, at present, is to mention their names, location, and probable length. They are as follow:—

Adams and Bennington.—This is a link in the line of railroads from the Western Railroad to the valley of Western Vermont. It passes from North Adams, through Williamstown, to the line of Vermont. Length about 7 miles.—See *Pittsfield and North Adams Railroad*.

Essex.—This road commences near the North River, in Salem, and passes through Danvers, Middleton, and North Andover, to Andover Bridge, and crosses the Merrimack to Methuen. Length about 20 miles.

Newburyport.—From Newburyport to Georgetown, through Byfield Village. About 10 miles.

South Shore.—Commencing at the Old Colony Railroad in Quincy, and passing through the northerly part of Braintree, by Weymouth Landing, and East Weymouth; and through the towns of Hingham, Cohasset, Scituate, and Marshfield, to the town of Duxbury. Length, about 22 miles.

Hanover Branch.—Extending from the Four Corners in Hanover, to meet the Old Colony Railroad in Abington. About 6 miles.

Cape Cod Branch.—From some point of the Fall River Railroad, near the Four Corners in Middleborough; through that town, a corner of Rochester, and the westerly part of Wareham; and from thence to a point near the Glass Works in Sandwich. Length, about 25 miles.

Dorchester and Milton. This road commences at or near the depot of the Old Colony Railroad, at Neponset Village, in the town of Dorchester, and after running through the southeasterly part of that town, it crosses Neponset River, and passes through the northerly part of the town of Milton, and terminates at or near the "Upper Mills," so called. Length about 3 miles.

Walpole.—From the western termination of the Dedham branch railroad, in the town of Dedham, to the centre of the town of Walpole. Length about 9 miles.

Lancaster and Sterling Branch.—From the Fitchburg railroad in Acton, through the towns of Stow, Bolton, and Lancaster, to the town of Sterling; or from Concord, through the towns of Acton, Sudbury, Stow, Marlboro', Bolton, Berlin, and Lancaster, to the said town of Sterling. Length, (from Acton to Sterling,) about 18 miles.

Wrentham and Foxborough.—From the depot of the Boston and Providence Railroad, in Mansfield, through the towns of Foxborough, Wrentham, and Bellingham, to the line of Cumberland, in the State of Rhode Island, near the southeast corner of the town of Blackstone. About 15 miles.

Bedford.—From near the centre village in Bedford to Lexington, to connect with the West Cambridge and Lexington Railroad. About 6 miles.

Watertown Branch.—From a point near the Bemis Factory, in Watertown, and from thence running on the northerly side of Charles River, through or near the village of Watertown, to some point of junction with the Fresh Pond Branch of the Charlestown Branch Railroad, on the easterly side of Fresh Pond, in Cambridge. Length about 2 miles.

Framingham Branch.—This road commences in or near the centre village in Framingham; from thence it passes easterly near Saxonville, and from thence, through Sudbury, Wayland, and Weston, to a point on the Fitchburg Railroad, in the said town of Weston. Length, about 12 miles.

Lowell and Andover.—From the city of Lowell, through the town of Tewksbury, to some point on the Boston and Maine Branch Railroad to Methuen. About 9 miles.

Boston and Providence Branch.—From Attleboro' to the line of the State of Rhode Island, in the said town of Attleboro',—6 miles.

Mount Holyoke.—From the village of Hockanum, in the town of Hadley, through South Hadley, and a part of Springfield, to some point on the Connecticut River Railroad at or near Willimanset, in said Springfield. Distance, about 9 miles.

Peterborough and Shirley.—Along the Squannacook and Nashua Rivers in Townsend, Groton and Shirley; from Townsend Harbor, so called, in Townsend, to the Fitchburg Railroad, in Shirley. About 9 miles.

Chelsea Branch.—From a point at or near the Eastern Railroad in Chelsea, to the Boston and Maine Railroad, in Malden; a distance of about 3 miles.

Fitchburg and Worcester.—This road will extend from the Fitchburg Railroad, at Fitchburg, or Leominster, to intersect the Worcester and Nashua railroad, at Sterling or West Boylston. The distance from Fitchburg to Sterling is about 12 miles.

RAILROAD TABLE.

This Table will serve to give a general view of the cost, included in that of the main trunks; but the lengths of the main annual receipts, and expenditures of some of the railroads in trunks are only given in the Table. The cost per mile includes Massachusetts. The data are derived from the annual reports of the corporations to the legislature. Many of the roads have double tracks.—

Some of these roads have branches, the cost of which is in-

NAMES.	Length in miles.	When opened.	Cost.	Receipts in 1844.	Expenditures in 1844.	Receipts in 1845.	Expenditures in 1845.	Miles run in 1844.	Miles run in 1845.	Dividends in 1844.	Dividends in 1845.	Cost per mile.
Eastern, ...	71	1839	\$2,471,561	\$337,248	\$109,319	\$350,150	\$116,840	204,362	218,583	74 per cent.	8 per cent.	\$34,811
Boston and Maine, ...	71	1843	1,887,229	233,101	137,036	257,063	154,100	163,066	194,046	86 per Sh.	8 per Sh.	20,882
Boston and Lowell, ...	26	1835	1,932,998	316,910	169,294	356,068	179,042	164,374	175,537	8 per cent.	8 per cent.	74,330
Fitchburg, ...	49	1844	1,477,475	42,739	15,995	203,996	76,364	66,324	167,816	" "	" "	30,153
Boston and Worcester, . . .	44	1835	2,900,000	428,437	253,274	457,466	249,730	229,684	253,706	74 per cent.	" "	65,969
Boston and Providence, . .	41	1835	1,964,677	253,701	113,535	350,629	132,502	137,432	175,203	" "	7 " "	47,918
Western, ...	166	1839	2,959,566	758,753	324,074	513,480	370,621	499,968	650,201	" "	" "	31,775
Norwich and Worcester, . .	66	1840	2,170,192	267,674	121,710	394,405	198,284	146,387	173,000	3 " "	83 per Sh.	23,883
N. Bedford and Taunton, . .	24	1840	443,623	64,968	34,511	78,211	48,284	49,360	45,046	6 " "	" "	32,681
Nashua and Lowell, ...	14	1838	380,000	94,588	59,644	112,681	45,010	42,300	45,065	10 " "	13 " "	27,143

The seven railroads (including the *Old Colony*) radiating from Boston, and now permanently established, with their extending branches, may be considered as a mode of intercommunication with every section of our almost boundless country of more value to New England and its capital city, than double the number of navigable rivers; limited, as they naturally are, in extent, and the number of their branches, and subject to low waters, sand-bars, and the icy chains of winter.

It is worthy of remark, that the number of passengers who arrived at, or departed from Boston, during the year 1845, by the six lines of railroads first named in the table, was 2,254,680, or 7,200 daily. The number of miles run on these roads, (as

above) in 1844, was 1,691,852; in 1845, 1,980,327;—increase in one year, 288,475 miles.

It is true that the freight of goods by railroad, is somewhat higher than by river or sea; but the time gained, and the saving of insurance by railroads, is generally, except in cases of bulky articles of small value, a fair equivalent for the extra charge.

No argument need be adduced to show the great superiority of railroad over water conveyance; for the fact is apparent that railroads are being constructed on the banks of almost every northern stream;—not excepting that of the noble Hudson, whose waters, for navigable purposes, are unrivalled.

MASSACHUSETTS CURRENCY.

An Abstract, prepared by Rev. JOSEPH B. FELT.

WHEN our ancestors settled Massachusetts, they brought the hard money of their native kingdom. Still such currency was far from being sufficient to meet the wants of the state and communities. Hence, as usual in new colonies, other substances were used to supply the deficiency. Beaver and wampum, or the shell money of Indians, were immediately adopted for such a purpose. Soon the different species of grain, and also cattle, were thus appropriated. To keep a needed supply of one sort of defensive material among the emigrants, who were exposed to sudden attacks from the natives, our civil authorities ordered, in 1635, that farthings be laid aside, and that bullets be a substitute for them, at one for one.

As an important event in their pecuniary relations, the General Court, in 1652, established a Mint for silver coin. They had the likeness of a pine tree—long a favorite emblem of perpetuity and truth with them—impressed on one side of such currency. The anecdote of Governor Temple and Charles II., with regard to the tree, is well known. The first pieces were three-pence, six-pence and twelve-pence, and, ten years afterwards, two-penny ones were emitted. Folke's Tables of coins contain fac-similes of penny pieces, and blank six-penny and twelve-penny ones, and also the good Samaritan shilling, which, he says, were made at the same establishment.

For the purpose of retaining such money at home, our authorities had it made with about one-fourth more alloy than similar pieces of England. This was the origin of our New England currency, and the discontinuance of the sterling among our people.

Dry fish was taken as cash in 1654; and boards, also, in 1657.

Our government came to an open rupture, in 1665, with the king's commissioners on the subject of our Mint, and other matters of offence to him. They endeavored to conciliate him the next year, and subsequently, with presents of masts, cranberries, samp and codfish.

But these advances and various concessions did not prevent his final abrogation of their charter. At the commencement of the usurpation here, in 1686, our Mint was closed.

During the year just named, a Bank was established in Massachusetts, on security of real and personal estate, and imperishable merchandize. It probably continued its operations to the revolution of 1689. Our historians seem to have lost sight of its existence.

Though after the overthrow of the usurpation, a petition to William and Mary, for the revival of our Mint, was negatived, yet a considerable quantity of the pine-tree money was in circulation and so continued to 1774.

To discharge the debts, contracted in the disastrous expedition of 1690 against Quebec, our government began the same year to issue bills of credit. Thus commenced a paper system, with good intentions, but of long standing

and of disastrous consequences. The money, so issued, before the arrival of our second charter, was called "Old Charter bills." According to the order of its emission under the former of these two documents, it was denominated old, middle, and new tenor.

The payment of grain for public taxes, ceased to be thus taken at the Province Treasury, 1694, except with a few subsequent restorations of it for such a purpose.

The notes issued and re-issued from our Province Treasury, from 1690 to 1702, were not less than £120,000.

The General Court appear to have authorized William Chalkhill, in 1703, to import £5000 worth of copper pence.

The Table drawn up by Sir Isaac Newton, as the Mint Master of London, for regulating the coin of this and other provinces, was published here in 1704.

After the first year of issuing Province bills, they passed at par till 1712, when they began to decline, because not redeemed as stipulated. Another cause for so adverse a change, was the influx of paper currency from the adjacent colonies.

There were three parties in 1714, one for hard money, another for a Bank, and the last for Provincial loans.* Though opposed by the General Court, a Bank was commenced in Boston and emitted £100,000 in scrip, called "Merchants' Notes." These sustained a good credit. The Government granted a loan of £50,000 in paper. They subsequently authorized three more.

William Wood had a royal commission in 1725, to coin "half-pence, pence and two-pences," for Massachusetts and other British Provinces.

On account of the pressure in pecuniary matters, the people are permitted, in 1735, to pay their tax bills with hemp, flax, and bar iron. The depreciation of the Province bills had occasioned protracted suffering among all branches of the community. Nor did the evil lessen, but continued to increase till the cause was removed.

Two banks began their operations in 1740. One was called the Hard Money Bank, and the other the Land and Manufactory Bank. The Governor resisted both of them, but especially the latter. Against this he issued a proclamation. He nullified all the commissions of its stockholders, who held office under him, and would not withdraw from its concerns. A serious rebellion was meditated against him and his abettors, for such a stand.

As a means to correct the evils of injustice, which arose from the payment of debts with notes of the Province, which had fallen much, after the debts were contracted, an equity bill was passed in 1742. An Act of Parliament was published against the two banks last mentioned. Many years elapsed before the affairs of the Land Bank were wound up. Its principal stockholders, made responsible for its debts, suffered greatly in their estates.

* When two or more items come within one paragraph they are of the same year, unless otherwise expressed.

The several political parties assumed the name of debtor and creditor parties in 1749. On the proposal of Thomas Hutchinson, our Government decided to redeem their outstanding bills of credit. The means which they appropriated for so commendable a purpose, was the coin paid them by the Crown, for their expenses in the Louisburg expedition.

So great was the popular opposition to such a redemption, a riot act was passed in 1751. Unable to proceed without some paper medium, our legislative authorities resort to the issue of Treasury notes. Though these passed in business transactions, yet they were not a legal tender. This sort of scrip continued to the Revolution. The commissioners for exchanging the Province bills of credit, close their labors. This currency amounted, from 1703 to 1749, in old tenor, to £3,259,747 9s. As additional, were the four loans of £260,000. Though such scrip, at the old tenor rate, was redeemed at 7½ for one of specie, yet it passed at 9 or 10 for one.

Gold is permitted, in 1762, to be a legal tender.

To sustain their attitude against the British, the Congress of our Commonwealth were constrained, in 1775, to emit Treasury notes and Bills of credit. By the latter part of 1779, our state authorities had issued more than £1,600,000 of such paper. Besides this, they were responsible for their proportion of the National notes, which were \$400,000,000, old tenor, before the close of 1781. The quota which our Commonwealth received of this amount was \$59,800,000.

The Continental bills of the old tenor, nominally passing at 500 for 1 of hard money, in 1781, cease to be a part of our currency. Our first national pecuniary institution, called the Bank of North America commenced. The votes of our Congressional members were not in its favor.

This Incorporation, having gained much on public favor, had a branch of it located in Boston the next year. Over \$30,000,000 of continental scrip had fallen on the hands of various persons in our Commonwealth, which other States ought to have redeemed.

The Massachusetts Bank was chartered in 1784, being the first of such institutions among our population since our independence.

Congress passed a law in 1786, that accounts should be kept in dollars, dimes, cents and mills. This, of course, disannulled the old method of pounds, shillings, pence and farthings, which was gradually laid aside. Our national government ordered gold, silver and copper coins to be made at the United States Mint. The General Court of Massachusetts ordered a similar establishment for a like purpose.

One result as well as gross abuse of our pecuniary embarrassments in consequence of the late war, in 1787, was Shays' rebellion. The buildings of our State Mint were partly erected on Boston Neck, and partly at Dedham. Indian cents and half-cents were issued from them the next year. This was the only use made of them, because the new constitution of the Union confined such a concern to the General Government.

In 1792, a branch of the United States Bank was located in Boston. There also was the Union Bank established, being the second chartered by our State authorities.

Massachusetts, in 1794, liquidated their scrip of various species. A large amount of bills was kept back by individuals, who expected better conditions and who so lost the opportunity of getting clear of them.

As many individuals circulated their own notes, in 1799, which passed as currency, General Court forbid such a custom.

After several periods of moneyed embarrassments, one, exceeding these, occurred in 1837. Then, as the banks of New York, and further south, had suspended specie payments, those of Massachusetts were forced to do the same. Our State Banks resumed their obligation to pay hard money in 1839. During this suspension, it was usual to give notes of hand, payable "in current bills." For the last six years our currency has been in a good condition.

That we may have a "bird's eye view" of our State Banks, at different periods, the subsequent items are presented. The numerals immediately succeeding the years, denote the number of such institutions. 1803, 7; 1813, 16; 1823, 34; 1833, 102; 1838, 124; 1845, 104. The capital of the last number of banks, is \$30,970,000.

The preceding sketch demonstrates what has been the experience of all civilized nations, that the regulation of currency is full of doubts and difficulties, and is very far from having attained to a perfect standard.

BANKS IN MASSACHUSETTS.

Their Names, Locations, Capitals, and Resources, in November, 1845. Extracted from Legislative Returns.

Names.	Locations.	Capitals.	Amount of specie.	Total amount of resources.
Adams, ...	Adams, ...	\$100,000	\$4,047	\$210,528
Agricultural, . .	Pittsfield, . . .	150,000	8,572	327,234
Andover, ...	Andover, ...	250,000	8,781	428,231
Asiatic, ...	Salem, ...	200,000	6,440	380,830
Attleborough, . .	Attleborough, . .	100,000	4,460	176,784
Barnstable, . . .	Yarmouth, . . .	150,000	5,815	307,780
Bedford, Commer'l,	New Bedford, . .	400,000	6,213	695,726
Beverly, ...	Beverly, ...	125,000	9,454	247,946
Blackstone, . . .	Uxbridge, ...	100,000	3,522	186,350
<i>Boston Banks,</i> . .	See Boston, . . .	18,030,000	2,773,930	39,750,229
Brighton, ...	Brighton, ...	200,000	10,300	495,720
Bristol County, .	Taunton, ...	200,000	4,190	455,735
Bunker Hill, . .	Charlestown, . .	150,000	41,593	425,441
Cabot, ...	Springfield, . .	150,000	4,413	259,205
Cambridge, . . .	Cambridge, . . .	100,000	3,501	226,059
Central, ...	Worcester, . . .	100,000	6,536	225,390
Charles River, . .	Cambridge, . . .	100,000	7,568	207,223

Names.	Location.	Capitals.	Amount of specie.	Total amount of resources.
Chicopee, . . .	Springfield, . . .	\$200,000	\$10,345	\$443,673
Citizens, . . .	Worcester, . . .	150,000	8,877	290,186
Commercial, . . .	Salem, . . .	200,000	2,958	337,163
Concord, . . .	Concord, . . .	100,000	6,470	198,623
Danvers, . . .	Danvers, . . .	150,000	2,349	228,769
Dedham, . . .	Dedham, . . .	150,000	16,186	357,804
Dorchester & Milton	Dorchester, . . .	100,000	7,675	185,564
Exchange, . . .	Salem, . . .	200,000	2,426	313,189
Fairhaven, . . .	Fairhaven, . . .	200,000	4,806	332,924
Fall River, . . .	Fall River, . . .	300,000	7,234	546,570
Falmouth, . . .	Falmouth, . . .	100,000	4,929	168,741
Fitchburg, . . .	Fitchburg, . . .	100,000	12,538	252,629
Framingham, . . .	Framingham, . . .	100,000	8,018	222,261
Gloucester, . . .	Gloucester, . . .	200,000	10,664	489,566
Grand, . . .	Marblehead, . . .	100,000	4,025	181,697
Greenfield, . . .	Greenfield, . . .	150,000	7,281	300,702
Hampden, . . .	Westfield, . . .	100,000	5,399	215,567
Hampshire Man'g,	Ware, . . .	150,000	8,723	312,260
Haverhill, . . .	Haverhill, . . .	100,000	3,457	230,685
Hingham, . . .	Hingham, . . .	105,000	7,062	294,217
Housatonic, . . .	Stockbridge, . . .	100,000	4,911	252,569
Lancaster, . . .	Lancaster, . . .	100,000	3,922	228,810
Lee, . . .	Lee, . . .	100,000	4,991	225,390
Leicester, . . .	Leicester, . . .	100,000	2,983	209,804
Lowell, . . .	Lowell, . . .	200,000	4,615	428,126
Lynn, Mechanics',	Lynn, . . .	150,000	6,622	317,760
Manuf's & Mech's'	Nantucket, . . .	100,000	3,216	233,811
Manufacturers',	Georgetown, . . .	100,000	3,956	150,876
Marblehead, . . .	Marblehead, . . .	120,000	8,971	197,035
Marine, . . .	New Bedford, . . .	300,000	6,137	522,052
Mechanics', . . .	do. . . .	200,000	10,147	315,291
Mechanics', . . .	Newburyport, . . .	200,000	8,520	331,358
Merchants', . . .	do. . . .	210,000	19,344	325,897
Merchants', . . .	New Bedford, . . .	400,000	8,781	682,093
Merchants', . . .	Salem, . . .	200,000	4,309	311,921
Mercantile, . . .	do., . . .	200,000	4,113	295,794
Merrimack, . . .	Haverhill, . . .	240,000	3,243	339,187
Millbury, . . .	Millbury, . . .	50,000	2,126	104,575
Naumkeag, . . .	Salem, . . .	500,000	14,732	815,301
Neponset, . . .	Canton, . . .	100,000	3,701	183,453
Northampton, . . .	Northampton, . . .	200,000	8,291	469,792
Ocean, . . .	Newburyport, . . .	100,000	9,011	293,939
Old Colony, . . .	Plymouth, . . .	100,000	2,078	223,653
Oxford, . . .	Oxford, . . .	100,000	5,445	196,479
Pacific, . . .	Nantucket, . . .	200,000	8,486	437,441
Pawtucket, . . .	Pawtucket, . . .	100,000	2,790	230,159
People's, . . .	Roxbury, . . .	100,000	8,464	239,486
Plymouth, . . .	Plymouth, . . .	100,000	4,384	162,865
Powow, . . .	Salisbury, . . .	100,000	4,324	222,752
Quincy Stone, . . .	Quincy, . . .	100,000	10,778	238,890
Quinsigamond, . . .	Worcester, . . .	100,000	7,458	257,316
Railroad, . . .	Lowell, . . .	600,000	28,930	1,247,067
Randolph, . . .	Randolph, . . .	150,000	5,594	251,319

Names.	Locations.	Capitals.	Amount of specie.	Total amount of resources.
Salem, ...	Salem, ...	\$250,000	\$2,892	\$356,946
Southbridge, . .	Southbridge, . .	100,000	4,367	170,581
Springfield, . .	Springfield, . .	250,000	8,626	500,623
Taunton, ...	Taunton, ...	200,000	7,569	428,264
Union Bank of (tree Weym'th & Brain- Village, ...	} Weymouth, . .	100,000	4,042	185,864
Warren, ...		120,000	2,078	179,117
Waltham, ...	do., ...	120,000	3,878	205,991
Wareham, ...	Waltham, ...	100,000	7,380	219,277
Worcester, . . .	Wareham, ...	100,000	2,211	166,942
Wrentham, . . .	Worcester, ...	200,000	25,522	513,223
	Wrentham, ...	150,000	3,214	239,308

The amount of the capital stock paid in of all the banks in the state, 104 in number, was, as above, \$30,970,000; the amount of specie in their vaults was \$3,357,904, and their total resources amounted to \$65,017,625.

The amount of bills in circulation was \$14,339,686; amount of real estate, \$1,097,969; amount of all debts due, except balances from other banks, \$52,648,730; the amount of debts due and unpaid, and considered doubtful was \$229,954; the amount of deposits bearing interest was \$1,083,219; the amount of deposits not bearing interest was \$11,668,134, and the aggregate dividends of all the banks, for the year, was a fraction over 6 per cent.

Boston Banks.—On page 104 we gave a statement of the concerns of the banks in Boston, in July, 1844. In November, 1845, they stood as above, and in other respects as follows:—The amount of real estate held by them was \$697,616; the amount of debts due to them, except balances from other banks, was \$30,945,887; their doubtful paper amounted to \$57,110; their nett profits on hand amounted to \$1,201,135; their dividends amounted to \$1,059,850, and the rate, per cent., of their average annual dividends was a fraction over $6\frac{1}{4}$ per cent.

INSTITUTIONS FOR SAVINGS IN MASSACHUSETTS.

There are 33 of these valuable Institutions in Massachusetts: their names, locations, &c., are as follows:—in Boston, the *Boston* and *Suffolk*; in Concord, the *Middlesex*; in Worcester, the *Worcester County*; in Greenfield, the *Franklin*; and one in each of the following towns, bearing the names of their locations, viz:—*Andover, Gloucester, Haverhill, Lynn, Newburyport* (and vicinity), *Salem, Salisbury* and *Amesbury, Cambridge, Lowell, Newton, Warren, Lancaster, Northampton, Springfield, Canton, Dedham, Quincy, Roxbury, Weymouth* and *Braintree, Fairhaven, Fall River, New Bedford, Taunton, Hingham, Plymouth, Scituate, Barnstable, and Nantucket.*

The number of depositors at these Banks, December 29, 1845, was 58,178; the total amount of deposits, was \$9,813,287, total dividends for the year,

INSURANCE COMPANIES IN MASSACHUSETTS.

441

\$407,403; and the expenses of the institutions amounted to \$27,017. The largest number of depositors and amount of deposits were in the following banks :—

Names.	Depositors.	Deposits.	Names:	Depositors.	Deposits.
Boston, . . .	19,007,	\$3,023,742	Salem, . . .	4,895,	\$898,603
Suffolk, . . .	2,707,	545,327	Lowell, . . .	4,423,	730,890
Newburyport, .	2,663,	439,035	Worcester County,	5,385,	919,013

INSURANCE COMPANIES IN MASSACHUSETTS,

With Special Capitals.—From Legislative Returns, December 1st, 1845.

Names.	Place where located.	Capital.	At Risk— Marine.	At Risk— Fire.	Average annual Dividends for 5 pre- ceding yrs —or since incorpora- tion.
American, . .	Boston, . .	\$300,000	\$2,819,259	\$2,711,150	17½ p.ct.
Boston, . .	" . . .	300,000	2,060,115	. . .	11½ "
Boylston Fire and Marine, }	" . . .	300,000	1,986,428	2,689,438	6½ "
Firemen's, . .	" . . .	300,000	. . .	9,745,417	10 "
Franklin, . .	" . . .	300,000	1,552,123	2,937,581	7½ "
Hope, . . .	" . . .	200,000	560,000	. . .	6 "
Manufacturers',	" . . .	400,000	1,323,421	10,871,547	19½ "
Merc'ile Marine,	" . . .	300,000	1,462,043	. . .	9½ "
Merchants',	" . . .	500,000	6,656,063	13,053,188	22½ "
National, . .	" . . .	500,000	3,276,820	7,156,056	14½ "
Neptune, . .	" . . .	200,000	8,290,108	3,901,177	27½ "
Suffolk, . .	" . . .	225,000	1,457,186	463,050	8½ "
Tremont, . .	" . . .	. . .	108,647	. . .	25 "
United States,	" . . .	200,000	1,335,607	411,955	13½ "
Warren, . .	" . . .	150,000	2,246,751	. . .	10 "
Washington, .	" . . .	200,000	1,621,274	. . .	12½ "
Beverly, . .	Beverly, . .	. . .	. . .	. . .	. . .
Lynn Mechanics'	Lynn, . .	50,000	32,087	15,050	12½ "
Fire and Marine,					
Marbleh'd M'rine	Marblehead,	100,000	271,171	. . .	6½ "
Essex, . . .	Salem, . .	100,000	337,309	48,300	5½ "
Oriental, . .	" . . .	200,000	384,971	67,700	10½ "
Salem, . . .	" . . .	. . .	. . .	. . .	. . .
Fairhaven, . .	Fairhaven, .	100,000	18,800	. . .	4½ "
Bedford Comm'l,	New Bedford,	150,000	2,209,135	. . .	17 "
Mechanics', . .	" " . .	100,000	89,450	. . .	22½ "
Merchants, . .	" " . .	. . .	. . .	. . .	. . .
Pacific, . . .	" " . .	100,000	85,550	. . .	12½ "
Whaling, . .	" " . .	100,000	611,462	. . .	4 "
Old Colony, .	Plymouth, .	50,000	136,755	16,750	15 "
Fishing, . .	Provincetown,	40,000	7,600	. . .	6½ "
Marine, . . .	" . . .	. . .	. . .	. . .	. . .
Union, . . .	" . . .	75,000	110,898	. . .	6½ "
Commercial, .	Nantucket, .	75,000	320,966	. . .	6½ "
		\$3,615,000	\$41,371,999	\$53,098,339	12½

LATITUDE AND LONGITUDE

Of all the shire or county towns in the state; with that of two towns in each county having the greatest variation of latitude.

	Towns.	Objects.	N. Lat.	W. Long.
<i>Barnstable.</i>	BARNSTABLE,	Court House, ...	41° 42' 06"	70° 18' 34"
	Provincetown,	Church, ...	42 02 51	70 11 43
	Falmouth,	Church, ...	41 33 15	70 37 29
<i>Berkshire.</i>	LENOX,	High Church, ...	42 21 49	73 17 21
	Williamstown,	Church, ...	42 42 49	73 13 10
	Sandisfield,	Village Church, ...	42 6 42	73 8 49
<i>Bristol.</i>	TAUNTON,	Church, near Green, ...	41 54 11	71 5 55
	NEW BEDFORD,	Mariner's Church, ...	41 38 6	70 55 44
	Easton,	Church, ...	42 2 11	71 6 10
	Dartmouth,	Padanaram Church, ...	41 35 20	70 56 46
<i>Dukes.</i>	EDGARTOWN,	Church, ...	41 35 17	70 31 15
<i>Essex.</i>	SALEM,	Marine Hall, ...	42 31 19	70 53 53
	IPSWICH,	Church, ...	42 40 53	70 50 28
	NEWBURYPORT,	Harris Street Church, ...	42 48 32	70 52 41
	Salisbury,	New Church, ...	42 50 35	70 51 56
	Lynn,	Church, ...	42 27 51	70 57 25
<i>Franklin.</i>	GREENFIELD,	Church, ...	42 35 15	72 36 27
	Heath,	Church, ...	42 40 26	72 49 40
	Shutesbury,	Church, ...	42 27 11	72 24 58
<i>Hampden.</i>	SPRINGFIELD,	Court House, ...	42 6 4	72 35 45
	Chester,	Old Church, ...	42 17 24	72 55 50
	Longmeadow,	West Church, ...	42 3 2	72 34 51
<i>Hampshire.</i>	NORTHAMPTON,	Congregationalist Church, ...	42 19 9	72 38 15
	Plainfield,	Church, ...	42 30 50	72 57 47
	Southampton,	Church, ...	42 14 45	72 45 54
<i>Middlesex.</i>	CONCORD,	Church, ...	42 27 36	71 21 15
	CAMBRIDGE,	Stone Colored Church, ...	42 22 29	71 7 29
	LOWELL,	St. Ann's Church, ...	42 38 47	71 19 2
	Ashby,	Church, ...	42 40 42	71 49 34
	Malden,	Square Tower Church, ...	42 25 24	71 4 21

	Towns.	Objects.	N. Lat.	W. Long.
	NANTUCKET,	South Tower, ...	41° 16' 56"	70° 6' 12"
Norfolk.	{ DEDHAM,	Church, near Court House, .	42 14 57	71 10 59
	{ Brookline,	Dr. Pierce's Church, ...	42 19 39	71 0 7
	{ Wrentham,	Village Church, ...	42 4 1	71 19 59
Plymouth.	{ PLYMOUTH,	Court House, ...	41 57 27	70 40 19
	{ Hingham,	Old Colony House, ...	42 14 53	70 52 40
	{ Rochester,	Matapoissett Church, ...	41 39 44	70 49 30
Suffolk.	{ BOSTON,	State House, ...	42 21 22	71 4 9
	{ Chelsea,	Village Church, ...	42 24 33	70 30 44
Worcester	{ WORCESTER,	Antiquarian Hall, ...	42 16 17	71 48 13
	{ Winchendon,	Church, ...	42 39 45	72 2 50
	{ Mendon,	Church, ...	42 6 20	71 33 36

LIGHT-HOUSES IN MASSACHUSETTS,

With their Latitudes and Longitudes.

Names and Location.		Lat.	Long.
Newburyport, outward,	Plum Island, ...	42° 48' 30"	70° 49' 6"
Ipswich, outward,	Ipswich, ...	42 41 8	70 46 17
Annisquam, Gloucester, ...		42 39 44	70 41 12
Thatcher's Island, North, Rockport, ...		42 38 22	70 34 48
" " South, Rockport, ...		42 38 13	70 34 49
Eastern Point, Gloucester, ...		42 34 50	70 40 11
Baker's Island, Salem Harbor, ...		42 32 12	70 47 28
Marblehead, Marblehead, ...		42 30 14	70 50 39
Boston, outward, Light-House Island, ...		42 19 41	70 53 44
" inward, Long Island Head, ...		42 19 49	70 57 42
Scituate, Cedar Point, ...		42 12 18	70 43 16
Plymouth Lights, on the Gurnet, in Duxbury, ...		42 0 12	70 36 21
Barnstable, Sandy Neck, ...		41 43 21	70 17 9
Billingsgate Island, Eastham, (west side,)		41 51 39	70 4 32
Race Point, westerly point of Cape Cod, do., ...		42 3 45	70 14 53
High Land, Truro, ...		42 2 23	70 3 55
Nauset, North, } Eastham, (east side,)		{ 41 51 40	69 57 21
" South, }		{ 41 51 37	69 57 20
Monomoy, Chatham, ...		41 33 35	69 59 56
Chatham Harbor, Chatham, ...		41 40 16	69 57 13
Point Gammon, Yarmouth, (south side,)		41 36 35	70 16 16
Nobscoo, off Woods' Hole, Falmouth, ...		41 30 57	70 39 37

Names and Location.	Lat.	Long.
Tarpaulin Cove, Nausahon Island, Chilmark, . . .	41° 28' 8"	70° 45' 47"
Cuttyhunk, Cuttyhunk Island, Chilmark, . . .	41 24 52	70 57 19
Round Hill, Dartmouth, ...	41 32 18	70 55 37
Clark's Point, New Bedford, ...	41 35 34	70 54 21
Bird Island, Rochester, ...	41 40 10	70 43 21
Gay Head, Chilmark, ...	41 20 55	70 50 27
West Chop, near Holmes' Hole, Tisbury, . . .	41 28 58	70 36 28
Edgartown, Edgartown Harbor, ...	41 23 27	70 30 29
Cape Poge, Chappaquidick Island, Edgartown, .	41 25 19	70 27 20
Brant's Point, Nantucket Harbor, ...	41 17 24	70 5 52
Great Point, north point of Nantucket Island, .	41 23 24	70 3 2

LATITUDE AND LONGITUDE

Of several places in other States. The Capital Towns are in capital letters.

N. Lat. W. Long.	N. Lat. W. Long.
ALBANY, N. Y., . . 42° 39' 73° 44'	LITTLE ROCK, Ark., . 34° 40' 92° 12
ANNAPOLIS, Md., . : 38 59 76 33	Mackinac, Mich., . 45 54 84 10
AUGUSTA, Me., . . 44 19 69 50	MILLEDGEVILLE, Ga., . 33 7 83 20
AUSTIN, Texas, . . 30 54 98 12	MILWAUKEE, Wn., . 43 10 87 2
Baltimore, Md., . . 39 17 76 37	MONTPELIER, Vt., . 44 17 72 36
Bangor, Me., . . . 44 48 68 47	MONTREAL, Canada, . 45 31 73 35
Buffalo, N. Y., . . 42 53 78 55	NASHVILLE, Te., . . 36 10 86 49
Burlington, Vt., . . 44 27 73 10	NEW HAVEN, Ct., . . 41 19 72 57
Charleston, S. C., . 32 47 79 57	NEW ORLEANS, La., . 29 58 90 0
Chicago, Ill., . . . 42 00 87 35	NEW YORK, N. Y., . 40 43 74 1
Cincinnati, O., . . 39 6 84 27	Norfolk, Va., . . . 36 51 76 19
COLUMBIA, S. C., . . 33 57 81 7	Ogdensburg, N. Y., . 44 40 75 35
Columbia River, mouth, 46 19 123 54	Oswego, N. Y., . . 44 17 72 36
COLUMBUS, O., . . . 39 57 83 3	Pensacola, Fa., . . 30 24 87 10
Concord, N. H., . . 43 13 71 29	Philadelphia, Pa., . 39 57 75 10
Council Bluffs, Mo., 41 31 96 42	Pittsburg, Pa., . . 40 32 80 2
DETROIT, Mich., . . 42 24 82 58	PROVIDENCE, R. I., . 41 49 71 25
DOVER, Del., . . . 39 10 75 30	RALEIGH, N. C., . . 35 47 78 48
Falls of St. Anthony, 44 15 93 40	RICHMOND, Va., . . 37 32 77 27
FRANKFORD, Ky., . . 38 14 84 40	St. Louis, Mo., . . 38 37 90 16
HARRISBURG, Pa., . 40 16 76 50	Savannah, Ga., . . 32 5 81 8
HARTFORD, Ct., . . 41 46 72 41	SPRINGFIELD, Ill., . 39 48 89 33
INDIANAPOLIS, Ia., . 39 55 86 5	TALLAHASSEE, Fa., . 30 28 84 36
IOWA CITY, Iowa, . . 40 45 91 20	TRENTON, N. J., . . 40 14 74 30
JACKSON, Mo., . . . 32 23 90 8	TUSCALOOSA, Al., . . 33 12 87 42
JEFFERSON, Mo., . . 38 36 92 8	WASHINGTON, D. C., 38 53 23° 77 1 24"

HAYWARD'S GAZETTEER

OF

MASSACHUSETTS.

A FEW OF THE RECOMMENDATIONS

OF THE WORK ARE HERE COPIED

From the Worcester Transcript.

THIS work contains descriptions of the counties, towns and districts of the commonwealth; and also of its mountains, rivers, harbors, islands and fashionable resorts. It also embraces a large amount of statistical matter relating to the agriculture, commerce and manufactures, together with almost everything of interest and importance connected with this commonwealth.

This work is by John Hayward, the well-known author of the New England Gazetteer, Book of Religions, &c., and is the result of long and arduous research, during which no labor or expense has been spared to gain authentic information and render the book, in all respects, the best Gazetteer of the state now before the public. In this design, we think the author has been eminently successful, and we cannot but accord to him the highest tribute for the industry and devotedness with which he has so successfully accomplished his enterprise. We predict for his work immense popularity.

From the Boston Recorder.

THIS work, a handsome volume of 444 pages, has just been published. In this department of labor Mr. Hayward has been unwearied for many years, and the public are indebted to him for some of the best statistical works ever published in this country. On this, his last work, he has bestowed an amount of labor truly surprising. It has cost much time, and a very extensive and difficult correspondence, as we know from personal acquaintance with the author; and the Gazetteer of Massachusetts is, we venture to say, as nearly accurate as human industry could make it. So much useful labor we trust will have, as it ought to have, a liberal reward; for at least as many copies as there are families in the state, must be in immediate demand. The plates of Plymouth and Boston are finely executed, as are also the printing and binding. We might say much in favor of the statistical tables, and of other parts in detail, but we cannot think it necessary, after what has been said.

From the Salem Gazette.

This work will be found to be a valuable publication, filled with important statistics. It contains a full description of the towns, counties, and products of this state, and also, in many cases, a succinct tabular statement of the ecclesiastical history of the towns. It is very neatly got up, and illustrated by views of Plymouth, the Landing of the Pilgrims, &c.

From the Boston Courier.

This work contains much valuable statistical information respecting agriculture, commerce, and manufactures.

From the Springfield Republican.

The name of the author of this Gazetteer is a sure guarantee of its faithfulness and accuracy.

From the Trumpet, &c., Boston.

This work is beautifully got up, and has several plates, of which one, viz., the view of Plymouth from Burial Hill, is truly beautiful. We have long needed a good Gazetteer of Massachusetts. We cordially commend Mr. Hayward's work as the best Gazetteer of the state which is in existence.

From the Christian Witness, Boston.

This is a volume of upwards of four hundred pages. We have some reason to know that in the preparation of this work the editor has spared neither time nor labor, to render it full, interesting, accurate, and therefore useful and valuable. A good Gazetteer of Massachusetts is a book much wanted, and we believe that Mr. Hayward has succeeded in preparing a work which will answer the public expectation, and supply this want. We have rarely seen a book of its size which evinces so much indefatigable labor on the part of the author to secure fulness and accuracy. Every citizen should be familiar with the geography, and history, and resources of his own state, at least. From no book can this information be so readily obtained as

from a full and well arranged Gazetteer. Such a book should have a place in every family.

From the New Bedford Mercury.

This is a work evidently of much labor and research, which cannot fail to prove of great value as an accurate reference book for information relating to particular localities, and moreover is admirably adapted to present to travellers and men of business the noble features and gigantic strength of the "Old Bay State," more particularly in its commercial and industrial relations. The descriptions of the counties and towns comprise their location, natural characteristics, and general appearance; including population, valuation, schools, dates of incorporation, &c. &c., compiled from the latest authorities, and conveniently arranged for reference and comparison. The work is comprised in a handsome volume of about 450 pages, elegantly bound in morocco and cambric.

From the Christian Register, Boston.

A vast amount of interesting information relating to the different towns of Massachusetts—more, probably, than within the same compass anywhere else—is contained in this neat, and, to us, very attractive volume. It ought to be within the reach of every intelligent man in the state.

From the Christian World, Boston.

This Gazetteer contains much interesting information respecting the natural features, historical facts, and moral aspects of the several towns and villages which compose this commonwealth. This will recommend it to the general reader. As a book of reference, it will be of great use to travellers and men of business, showing the "Old Bay State," in its commercial and industrial relations. Its statistics are alphabetically arranged, and thus made easily available.

Mr. Hayward has shown good taste and judgment in, as it were, marking

each town on the memory, by some fact or true sentiment respecting it.

From the Boston Post.

Mr. Hayward is well known as the compiler of several statistical productions, which have been received with favor. The present volume is both useful and interesting, and the author seems to have well done the work which he undertook to do. It is got up very handsomely, with several engravings, and is in all respects a jewel of a "Gazetteer."

From the Boston Evening Journal.

Mr. Hayward has spent a long time upon this work, and has spared no pains or expense in endeavoring to have it as perfect as possible. He has been furnished with information from the most authentic sources, with which to enrich the numerous descriptions which compose the volume. From a perusal, we are fully convinced that this Gazetteer will be sought with eagerness by large numbers in all parts of the commonwealth, and will supply a want which has been long felt by many individuals, who wish to have at hand the means of getting correct information relating to every town in Massachusetts.

Mr. Hayward is well known to the public as the author of several valuable works of the kind above mentioned, and is esteemed for the industry and devotedness with which he has entered upon labors of this kind.

From the Olive Branch, Boston,

This splendid work is from the press, and is ready for subscribers. It is doing but justice to say of it, that to a Massachusetts man it is a most invaluable work; it is the *only* full and complete work of the kind which exists. Mr. Hayward has rendered a noble service to the state, as well as to literature, by furnishing this work.

From the Banker Hill Aurora, Charlestown.

This work is embellished by several beautiful engravings, is handsomely printed and neatly bound. It will prove a highly valuable and useful work, and we hope the indefatigable author will be rewarded for his great labor and expense in its preparation.

From the Evening Transcript, Boston.

This work contains a great variety of useful information, which may be relied upon for its great accuracy.

From the Hon. James Savage, author of *Notes on Winthrop's New England*; and the Rev. Mr. Felt, author of several valuable historical and statistical works, &c.

Having examined the Gazetteer of Massachusetts, by Mr. John Hayward, author of the Gazetteer of New England, we express our opinion of the work in few words:—that its plan is judicious;—that the materials are gathered with great diligence, and perspicuously arranged, exhibiting a high degree of accuracy; and that the true design of such a book seems to be successfully pursued and commendably attained.

JAS. SAVAGE,
JOSEPH B. FELT.

From the Rev. Doctor Hopkins, President of Williams' College.

I have examined, with some attention, Hayward's Gazetteer, now just published. Uniting a thorough sympathy with the spirits which originated the institutions of the state, and a just pride in the prosperity of its several interests, with an established reputation for patient research, and accurate statement, Mr. Hayward is particularly qualified to superintend such a work. From the nature of the case, perfect accuracy, in every particular, cannot be expected; but I think his book will answer most fully all the purposes for which such a work is needed.

MARK HOPKINS.

From Dr. Smith, of Boston, Editor of the Medical Journal.

No work for general reference has ever been published in Massachusetts which furnishes so much curious historical and statistical information, in a compact form, as Mr. Hayward's Gazetteer. Every person at all interested in the resources of the commonwealth, or desirous of knowing, with certainty, the prominent points in relation to the character of the soil, the amount of water-power, the value of the manufactures, and the progress of public improvements in each and every town, from authentic official records, would be gratified with this excellent publication.

J. V. C. SMITH.

From the Rev. Doctor Jenks, author of the Comprehensive Commentary on the Bible, &c.

Mr. Hayward has long been favorably known to the public by his Gazetteer of New England, and Book of Religious Denominations. His present publication embraces an exhibition of Massachusetts, by itself, in detail. The Gazetteer, strictly so

called, or first general portion, describes the counties and towns as minutely as consists with the size of the work; and sufficiently so to give a general view of each locality, its relations to the neighborhood, and its history, with occasional enlargements, as circumstances might seem to require—especially as respects the founding of churches, and settlement of their ministers. The latter part exhibits various statistical tables, and an ample account of the industrial condition of the busy population of the commonwealth. The whole must deeply interest, at the least, every thinking citizen of the state; and, although the extent of the work is restricted, yet what it contains is of reliable authority, being the result, if not of actual inspection, as in very many cases, yet of industrious and careful compilation, more particularly from the elaborate reports of the secretary of the state. I cannot, therefore, but unite with those who have already expressed their approbation of this work in recommending it to the patronage of the public.

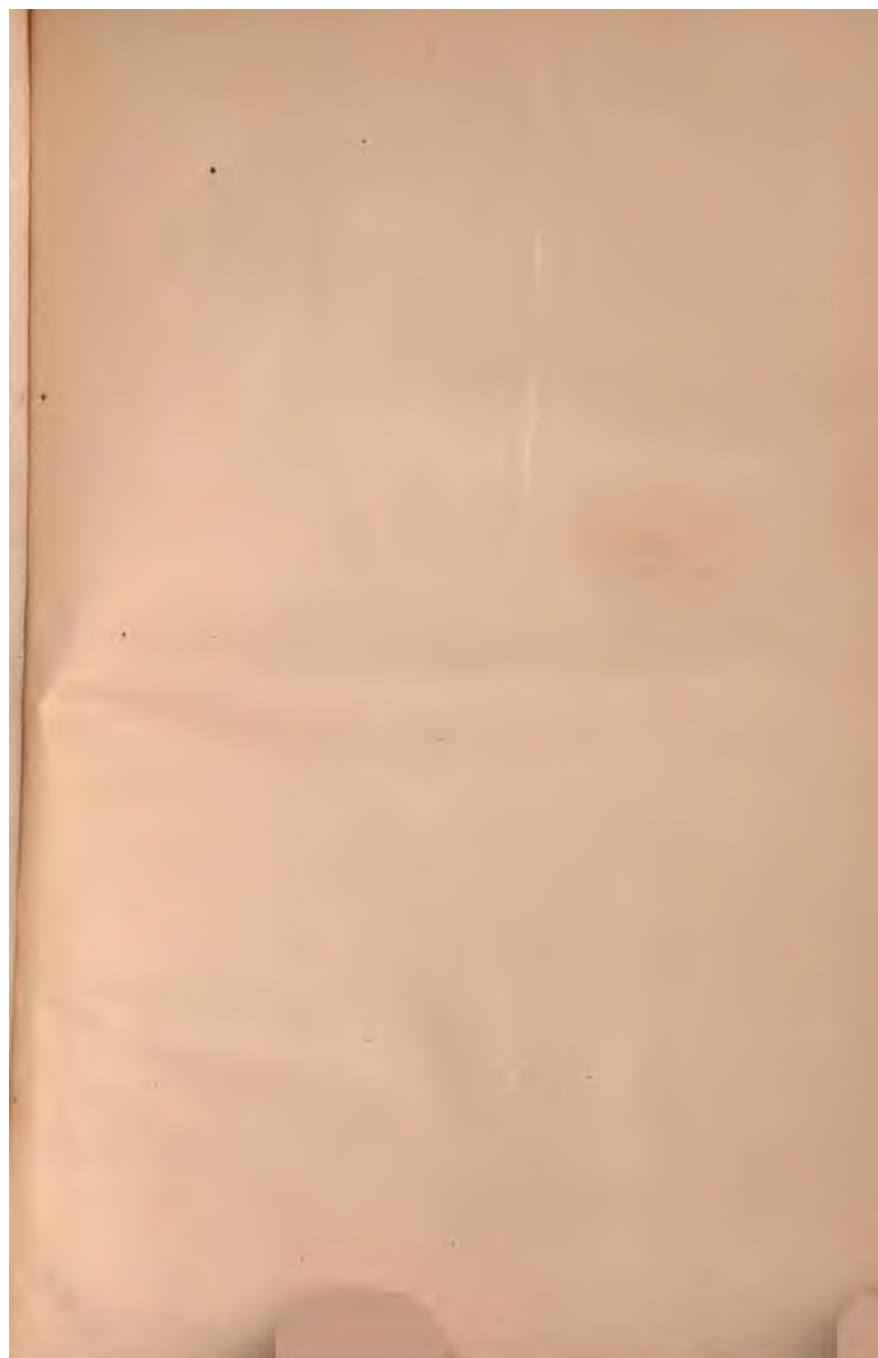
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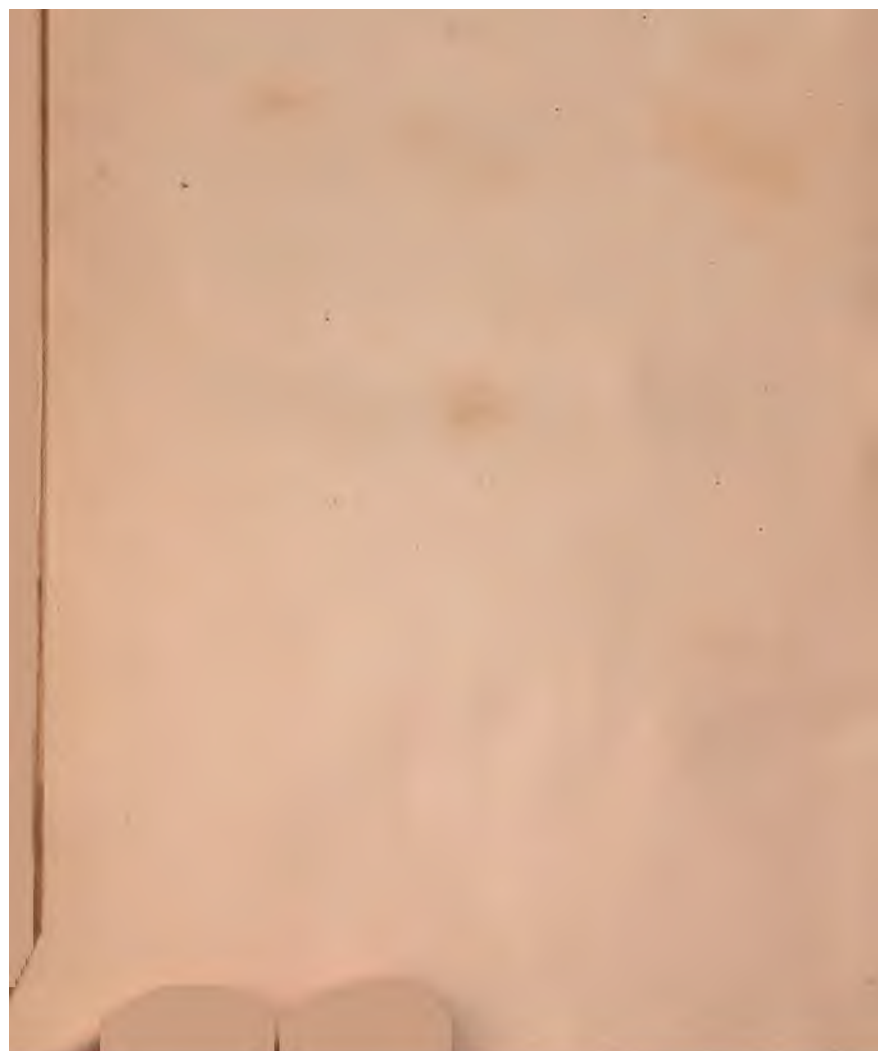
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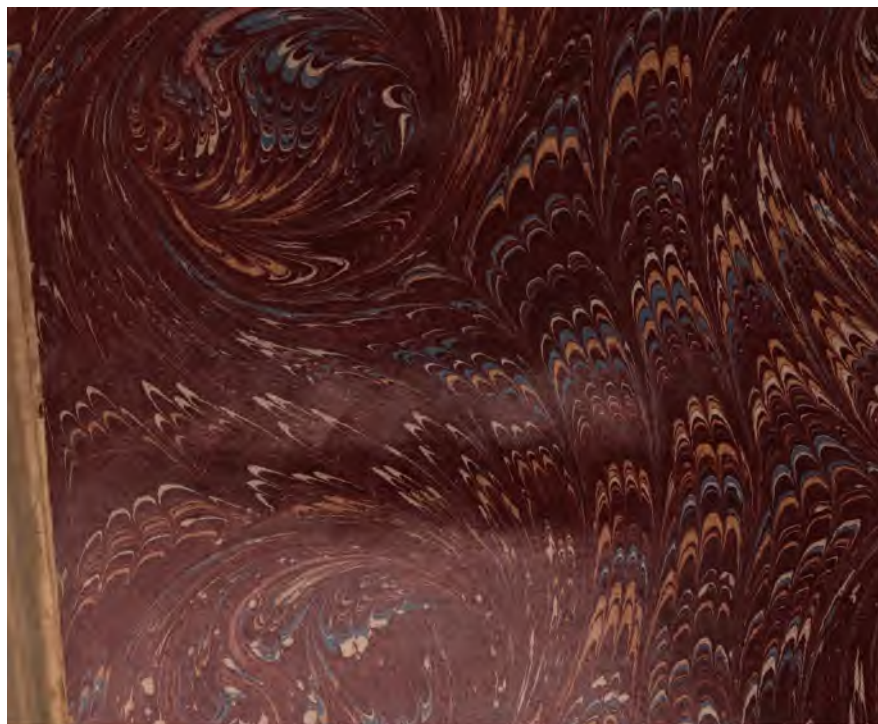
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